

## Civil Service unions step up strike with Irish blockade

Civil Service unions yesterday called out customs officials in Northern Ireland and eight ports in Wales and the West of England in a move aimed at stopping 60 per cent of exports from the Irish

Republic. In the Commons Mrs Margaret Thatcher accused the unions of putting personal gain before the safety of the realm after their refusal to carry out vital jobs at Polaris bases.

## Thatcher attack on Polaris ban

David Felton  
Staff Reporters  
Civil Service unions yesterday stepped up their five-week strike with strikes directed at imports from the Irish Republic and a similar attack on the Polaris submarine base at Faslane in Scotland. Mrs Thatcher said the unions were "putting personal gain before the safety of the realm". The Commons followed the Prime Minister's remarks with a vote to carry out a supply and maintenance strike at bases on the Clyde. The unions say they have a right to do the work. The unions have threatened to call in all the country's 540,000 white-collar civil servants if that happens. Mrs Thatcher said the government would "take all steps" to see that the country's defence deterrent remained effective.



David Felton

Industrial action by the civil servants boosted the central government borrowing requirement to an estimated £13,000m in the year just ended compared with the £12,700m predicted by the Treasury in last year's Budget statement. The Treasury yesterday published the total cost of the action at £1,100,000,000, but that was reduced by offsetting savings amounting to more than £100m. Money originally provided for was not drawn by a series of departments.

Mr Anthony Christopher, general secretary of the Inland Revenue Staff Federation, said the action was a "very good" political party, and more than 4,000 were registered as non-member supporters.

was said to be deciding whether to call in the Navy to prepare the submarine for sea. Resolution is understood to be in the Clyde area and due to arrive at the Faslane base to take on stores and nuclear missiles for a deterrent patrol which could last two months. Much of that work is normally done by civilian specialists. Navy commanders from the Clyde bases are to meet this morning to decide what action is necessary, but the Ministry of Defence denied that any deadline had been set. "The door is still wide open for further discussions", it said.

Earlier this week the 57 people on strike at Faslane, the main base for Polaris submarines, were told that Resolution was preparing for a deterrent patrol. The armament depot at Coulport, near by, would also be involved in the preparations.

Some reports suggested that the Navy technicians were fully qualified to carry out the work, including the arming of missiles. But Miss Margaret Platt, assistant general secretary of the Institute of Professional Civil Servants and convener of union action in the Ministry of Defence, said: "Our advice is that the Navy cannot rearm the submarine."

Express Newspapers said the cheques had been sent to an Inland Revenue collection office in the City and it did not know how they had come into the possession of the union.

complain about the action, but were told to direct their complaints to the British Government. "We have to say that Lord Soames and his Cabinet colleagues have been sitting with this dispute attached during the past few days. The Government is able to bring a bit of pressure to bear to get the Government back to the negotiating table", Mr Alistair Graham, deputy general secretary of the Civil and Public Services Association, said.

Union leaders were trying to restrain members working in the Departments of Employment and Health and Social Security from taking action, but the Government could face a "very severe escalation of the dispute" unless there were negotiations soon, Mr Graham said. Many managers of government departments were "at the end of their tether trying to keep the systems going" and he thought it scandalous that naval officers were being placed in the position of trying to secure the country's defences.

The Government last night



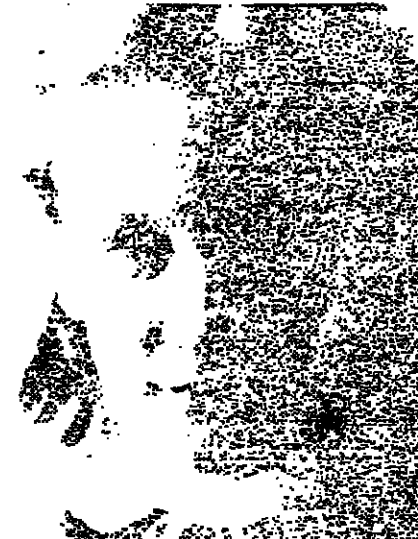
Lord Nicholas Windsor



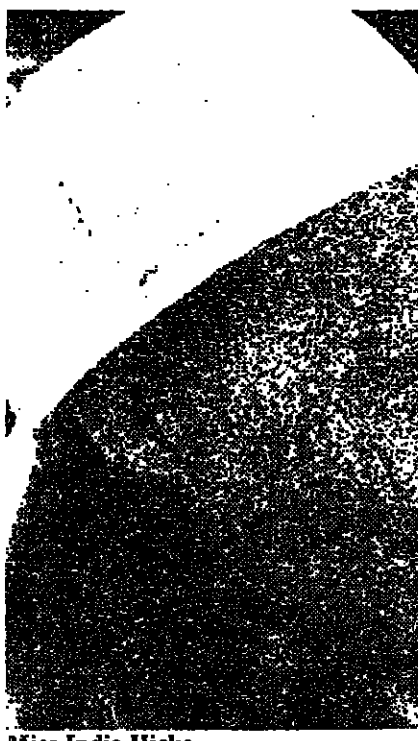
Edward van Cutsem



Miss Catherine Cameron



Miss Sarah Jane Hambleton



Miss India Hicks



Miss Clementine Hambro



Lady Sarah Armstrong-Jones

## Attendants for royal bride are chosen

Buckingham Palace, announcing the names of bridesmaids and pages for the royal wedding at St Paul's Cathedral on July 29, said yesterday that there was no information about the possibility of President Reagan attending. Security plans are being

drawn up to provide protection for heads of state who will be invited. Among the bridesmaids and pages (above) will be Lady Sarah Armstrong-Jones, the daughter of Mr and the Hon Mrs Richard Hambro and a great-granddaughter of Sir Winston Churchill. The

wedding ring will be made from a nugget of Welsh gold used to make the wedding rings of the Queen and other members of the Royal Family. The ring will be made by the Royal Naval Cocker School at HMS Pembroke, Chatham (Report, page 3).

## Democrats claim more than 43,500 recruits

By Fred Emery  
Political Editor  
More than 39,000 people applied to join the Social Democrats in the fortnight after their launching as a "fresh political party", and more than 4,000 were registered as non-member supporters.

Announcing a grand total—up to yesterday morning—of 43,566 subscribers (who each paid about £9 on average), Mr William Rodgers, one of the SDP's co-leaders, described them as "very, very good". The recruiting figures, representing people who were "very committed", he said, were a geographical breakdown of membership would have to wait until the next month's local elections. His own impression was that most applicants had no previous party membership.

New supporters named in the SDP's first newsletter included Mr David Purnham, producer of the film *Chariots of Fire*, and Sir John Kendrew, director of the European Microbiology Organization and Dr John Adams, director of CERN, the physics research centre, near Geneva. Mr Rodgers, holding a news conference at Westminster, placed on record for the first time that the party was giving no advice to members and supporters on how to vote in the next month's local elections. Hitherto the SDP has said only that it is neither nominating its own candidates nor endorsing others.

If individual SDP MPs recommended voting Liberal, as has Mr Richard Crawshaw, MP for

Liverpool, Tooting, that was entirely a personal matter and "carries no wider implications". He emphasized that no candidate calling himself a Social Democrat (as do the separate Social Democratic Alliance) would have SDP backing.

Mr Rodgers clearly did not wish to discuss the Social Democrat's postponement of joint discussions with the Liberals. He said he did not know when they would begin, but the question of "timing and tactics" would be discussed. The closely held membership figures appeared to surprise even some of those closely involved. It means that the party has already met its end-of-year target and is two thirds of the way to the 63,000 figure Mr Rodgers cited for the end of the year. Some SDP members prefer to aim at a range of 60,000 to 100,000.

Although Mr Mike Thomas, MP for Newcastle, East, and a former Cooperative Party activist, reckoned that the SDP figures looked well against a figure of 120,000 to 150,000 which he cited for the Labour Party, the formal comparisons are somewhat less flattering. The Labour Party claims 333,000 members, but admits this is only an estimate; the Conservatives produce an estimate of 1,500,000 members. The Liberals claim 150,000 to 200,000 members. Social Democratic peers yesterday elected Lord Aylestone as their leader in the Lords. His deputy is Lord Perry of Walton, and the SDP Whip is Lord Kennet.

## UK firms listed over S Africa pay

By Malcolm Brown

Major British companies are failing to give details of the pay and conditions of black workers in their South African operations.

Eighteen companies, which Whitehall believes have (or may have) reporting responsibilities under the European Economic Community's voluntary code of conduct on the treatment of black workers, were named in a Department of Trade document yesterday.

The department said that the companies had not submitted reports covering the 12 months ending June 30 last year. More than 180 companies have complied by the deadline.

The department is quick in naming the companies. They are thought to be so-called Category A companies—those which have 50 per cent or more of the equity of a South African company employing 20 or more black Africans—or companies "whose status has not been

established in terms of reporting responsibility". The report, code of conduct for companies with interests in South Africa, says: "It should not be assumed that all the companies listed... have a Category A (the most important) or indeed any reporting responsibilities under the code. Complete or partial disinvestment and the merger of companies has sometimes resulted either in no reporting responsibility, or a diminished reporting responsibility."

The list includes: companies such as Bowthorpe Holdings and the Rentokil Group which have reported Category A reports for the previous 12 months, but have not done so this time; one company, Union International, which has provided insufficient information; and one company, Thomas Wright, which was the subject of a recent takeover by the Tarmac Group. Tarmac has promised future reports on Witter's South African subsidiary.

Of the remaining 14 companies, 11 but one also failed to provide a report last year or provided insufficient information. The 13 companies are: British Vint, John Brown & Co, ETR, C and J Clark, Corda International, Callagher, Grundy (Teddington), Hall Engineering (Holdings), Hickson & Welch (Holdings), Marley, Morrison Crucible, Pritchard Services Group, and Sun Alliance and London Assurance.

Yesterday's report covers 184 companies—142 in Category A, 14 in Category B (those holding 10 to 49 per cent of a South African company), employing 20 or more black Africans, and 28 other companies. The 13 Category A companies which were analysed in detail (others arrived too late) employed about 118,000 blacks. Of this total all but 1,000 were paid at rates described as "above the lower level of the subsistence data used" and 102,000 were paid at rates above the higher datum level.

## Thousands camp out to see lift-off

From Michael Leapman  
Cape Canaveral, April 9

Thousands of spectators were camping out along the Florida coast today to be sure of good viewing positions for the launching of the first space shuttle shortly after dawn tomorrow. Excitement grew as the prospect for a lift-off at 6:50 am (12:50 pm BST) looked better and better.

An official said he thought the chance of a launch tomorrow was now 80 per cent. The reason for the high public interest is two fold. Not only is the Columbia the first vehicle able to enter and reenter space time and again—thus an example of brand-new technology—but it is also the first time America has put a man in space for six years.

Last night the service structure, a great gantry which had partly shielded the plump, delta-winged craft from view, was retracted. It left the shuttle and its cigar-shaped fuel tank and rocket burners open to view. Commander John Young and Captain Robert Crippen, the crew, got out of bed at 2 am today, getting their bodies accustomed to the schedule they will follow tomorrow.

Launch programme details and photographs will be available tomorrow.

## Biggs extradition order issued

Bridgetown, Barbados, April 9.—Britain won its battle to get an extradition order against Ronald Biggs, the great bank robber. The Barbados chief magistrate issued the order and instructed that Mr Biggs, aged 38, be committed to prison until he is handed over to British authorities. Mr Biggs has 14 days to lodge an appeal, apply for a writ of habeas corpus or apply for bail—Reuters.

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## Anti-Wilson television plot denied

alleged plot to issue a call for a new movement in 1958 was disclosed on television. The "plot" was said to have been planned to make their lives from the Albert Hall in London. The man said to have been vassing the idea denied being involved in any plot.

## 2 police cases

Two cases of alleged corruption London police officers are being investigated by a Scotland Yard squad. The allegations were first uncovered by a team of the provincial police inquiry into London corruption. Scotland Yard confirmed the existence of the cases but could not say how many officers might be involved.

## 24m tanker award

syndicates and companies said they would appeal against a High Court ruling that they pay £24m compensation to Shell for the loss of 179,000 tons of oil in the tanker Salem. The tanker was later sunk off Senegal after its oil had been delivered to Durban.

## Safety measures at Windscale criticized

Three investigators appointed by the Health and Safety Executive have strongly criticized past safety arrangements at British Nuclear Fuels' waste reprocessing plant at Windscale, Cumbria.

## Art dealers cleared

Thomas Agnew and Sons, Bond Street art dealers, were found "not guilty of any offence" in the prosecution regarding a test case to clarify the law as it applies to partnership buying at auction. It is expected that there will be an appeal.

## Bank unions clash

A dispute has broken out between the two main banking unions, the Clearing Bank Union (CUBU) and the Banking Insurance and Finance Union (BIFU). The two unions traded insults after BIFU's rejection of a 10 per cent pay offer which has been accepted by the CUBU.

## Bomb at by-election

A 300lb bomb, packed in three milk churns, was discovered and defused in the Rosslea area of Fermanagh and South Tyrone as polling in the by-election there drew to a close. Spoils papers may decide the ballot.

## Ten candidates for French presidency

Ten candidates have obtained the required number of sponsors to enter the French presidential elections on April 26. Mrs Thatcher's agreement on EEC farm prices and the Franco-German loan arranged with Herr Schmidt, the West German Chancellor, are expected to favour President Giscard d'Estaing's chances of reelection.

## El Salvador killings

United States Embassy officials have confirmed reports that at least 20 people were massacred by Salvadoran security forces in a village in the north. There appeared to be a deliberate policy of murder by both left and right to destabilize El Salvador.

Chad: Wrecked capital city tries to adjust to peace.

Ottawa: MPs reach compromise on Canada's constitution dispute.

The Pilgrims' Airport: Special Report on the new international airport at Jeddah, Saudi Arabia.

Classified advertisements: Appointments, page 21; Motoring, 30; Personal, 30, 32; Property, 21.

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## Shell wins £24m claim over Salem's lost oil

By Michael Baily  
Shipping Correspondent

Shell won its claim in the High Court yesterday for £24m compensation for last year's loss of 179,000 tons of oil in the tanker Salem.

Mr Justice Mustill granted the company a declaration that it was entitled to recover the money as a result of the oil's being "taken at sea", a risk covered by the relevant insurance policy.

Sixty-nine Lloyd's syndicates and 29 companies, about half the London marine insurance market, are involved and are expected to appeal. The decision that could affect the form of future insurance contracts for ships' cargoes.

The underwriters had argued that they were not responsible because the tanker was hijacked from Kuwait to Italy, whereas the ship did not make that voyage but was diverted to Durban, where she was discharged. She was later sunk off Senegal.

The judge described what happened as a "bold and essentially simple device by which a group of dishonest men had contrived to make away with the ship full of oil".

He ruled, however, that the voyage on which the 218,000-ton tanker embarked when she left Kuwait was a voyage for which she was insured. The oil was at risk, wherever the voyage ended.

The conspirators had deceived the Kuwaiti authorities, who would never have allowed the tanker to sail had they known what was planned the judge said, and they had deceived South African bankers and financiers, who were unwitting victims of the plot.

The cost to the underwriters if the claim succeeds will be about £10m because Shell will have to hand to the underwriters £14m already received in compensation from the South African Oil purchasing agency. Lloyd's describe it as an average claim.

There has still been no claim by Mr Frederick Soudan, of Texas and Liberia, the owner, for compensation for loss of the ship. He is one of four men for whom warrants for arrest were issued to Scotland Yard by Guildhall magistrates last year.

The others are Captain Dimitrios Georgeoulis, of Piraeus, Greece, master of the Salem, Mr Anton Reidel, company director, of Rotterdam, and Mr Johannes Jurgen Locks, company director, of Frankfurt. Dutch police were understood to be interviewing Mr Reidel yesterday about what has been described as the biggest and most audacious fraud of its kind in maritime history.

## Corruption trial man threw 'dirt', jury is told

From Richard Ford  
Middlesbrough

A former detective sergeant in the Metropolitan Police had thrown as much "dirt" as possible throughout his trial for alleged corruption in the hope that some of it would stick, a jury was told yesterday.

Several people had been accused of dishonesty by the defendant, Mr John Symonds, including the late Lord Thomson of Fleet and two former reporters on *The Times* who investigated police corruption. Mr Geoffrey Rivlin, QC, said in his closing speech. The reporters had also been accused of acting as agents provocateurs.

"That is nonsense," he told the 12-man jury at Teesside Crown Court. "He is trying to make you believe that the two reporters got all this up. What a twisted situation that would be. They did not set it up."

Mr Rivlin said it had also

## Royal wedding security to allow for Reagan visit

By Staff Reporters

Security plans for the royal wedding at St Paul's Cathedral on July 29 are being drawn up to provide protection for a number of heads of state, possibly including President Reagan.

The likelihood of a visit by the President, who was shot and wounded last week, has been mentioned informally but will depend on his health in the summer.

Buckingham Palace said yesterday they had no information about the possibility of the President attending and pointed out that invitations would be sent only at the beginning of next month.

The palace also said that the Prince of Wales is due to meet the President and Mrs Reagan in Washington at the beginning of May while returning from his trip to Australia, New Zealand and Venezuela.

It was announced yesterday that a pupil aged five at a kindergarten where Lady Diana taught before her engagement to the Prince would be a bridesmaid.

Clementine Hambro, a great-granddaughter of Sir Winston Churchill, will be the youngest of five bridesmaids and two pages at the wedding. She is the daughter of Mr and Mrs Richard Hambro and a granddaughter of Lord and Lady Somers.

Other bridesmaids will be Lady Sarah Armstrong-Jones, aged 17, the daughter of Princess Margaret and Lord Snowdon, who was also a bridesmaid at the wedding of Prince Anne and Captain Mark Phillips.

## Broadmoor man in freedom plea

By Lucy Hodges

A patient at Broadmoor special hospital who has claimed for eight years that he was wrongly convicted of violent sexual assault appealed yesterday to a mental health review tribunal to be released.

Mr John Walters, aged 34, who has said he wishes to change sex, was supported in his plea by Justice, the British section of the International Commission of Jurists.

A former Broadmoor psychologist testified that he was not a danger to the public, but Mr Walters's doctor disagreed.

Mr Walters's lawyer said he had been transferred to Broadmoor 15 days before the end of a four-year prison sentence. Judgment was reserved.

## Coin Street plan likened to gangster film

From Richard Ford  
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## TV union's ban on pop music series 'unlawful'

By Kenneth Gosling

In its first ruling under the Employment Act, 1980, the Court of Appeal decided yesterday that a television union's action in blocking a 13-part television series on pop music was unlawful.

Hadmor Productions, of Croydon, were granted an injunction against the Association of Cinematograph, Television and Allied Technicians preventing the further blocking of the series, "Unforgettable", which Thames Television and other companies started showing earlier this year.

The injunction was against two union officials, Mr Robert Hamilton and Mr Peter Bould. Lord Denning, Master of the Rolls, said: "They must leave Thames Television to make their own decision whether to go on with the series or not, free from interference by unlawful means."

He also said that the blocking might previously have given immunity under the Act of 1974, but under the Act of 1980, "secondary blocking" had no immunity.

The injunction against the ACTT remains effective until trial or further court order. Law Report, page 22

## Cheap bus tickets for firms

By Our Transport  
Correspondent

Cheap bus tickets supplied by employers to staff will be available in many parts of Britain from today.

Similar to the London Traveller operation launched last year by London Transport,

the scheme allows companies to buy tickets in bulk at a generous discount with additional tax advantages to hand on to staff.

Tickets will be available initially on National Bus Company routes in Oxford, Maidenhead, Slough, Aylesbury, Luton, Wycombe and Gatwick.

## Salmonella 'found in 79% of shop chickens'

Almost four-fifths of the 400 million chickens eaten in Britain each year contain salmonella, the most common cause of food poisoning, it was claimed yesterday by Mr Richard Gilbert, director of the Food Hygiene Laboratory.

He told a conference of health officers in London that there was an urgent need for basic hygiene techniques to be taught to all people handling food.

"Meat is responsible for 43 per cent of outbreaks, poultry for 42 per cent, rice 6 per cent, and milk and cream 4 per cent," Mr Gilbert said.

Salmonella is responsible for 85 per cent of all cases of food poisoning. Almost half the sausages tested from a batch of 854 packs from one company were infected.

Britons ate an average of seven chickens a year, and examination of a hundred frozen chickens from shops found that 79 per cent contained salmonella.

Raw and cooked meats and poultry presented the main dangers, he said. Six hundred salmonella bacteria added to a chicken kept in a warm room had multiplied to almost 30 million within 24 hours.

Cooking caution: Salmonella poisoning usually results from a food that either has not been thoroughly cooked or kept too long without being sufficiently chilled to a Medical Correspondent writes. Frozen poultry, particularly, should be thoroughly thawed and well cooked.

## £1m study of science subjects in schools

By Diana Geddes  
Education Correspondent

Up to £1m will be spent over the next five years on the most ambitious analysis of the science curriculum in secondary schools, the Schools Council said yesterday.

The Government, in its recent report on the school curriculum, pointed to the increasing importance of science and technology and to the need to develop courses incorporating elements of the three main sciences and suited to all children up to the age of 16.

The Schools Council said its work was intended to be complementary to that of the Government. Its project was designed to develop a system of science courses for pupils of all abilities, giving them at least a grounding in science during their compulsory school years.

Among the 13 aims identified for the project are: to consider ways of introducing more technology into science courses; to suggest how the three sciences, biology, physics, and chemistry, can be taught to all pupils without dominating the curriculum; and to suggest how science education in schools can be linked to the needs of further and higher education and employment.

The Schools Council, which is funded jointly by local authorities and the Government, is providing about £500,000 for the project. A further £10,000 is being provided by the Association of Science Education, representing 17,000 science teachers, whose members will be closely involved in the work.

Financial support will also be sought from other agencies, including the Department of Industry and charitable organizations, which according to the Schools Council could bring the total funding up to nearly £1m. Work is due to begin this summer.

The Schools Council's own report on the curriculum, which was published yesterday, received a warm welcome from teachers' organizations, employers and parents.

The Practical Curriculum: Schools Council working paper 70 (Methuen Educational, 13.50).

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## Hooliganism may close the Tubes at 10 pm

By Our Transport  
Correspondent

Violence by hooligans against London Transport staff has become so serious that the entire Underground network may be closed from 10 pm each day, Mr Charles Cope, managing director of the Underground, said yesterday.

Drunken teenagers and football supporters are among the main offenders, and incidents probably running into thou-

sands each year. Those serious enough for court action rose from about 500 to nearly 800 in the three years to 1980.

"The public must understand that staff do not come on duty to be thumped," Mr Cope said. "The danger is that unless hooliganism is checked, other management will have to force a shutdown or staff will do it themselves by walking out."

Trouble spots include South-



Brixton escaper: Police hunting James Moody (above) who escaped from Brixton prison in London last December, believe he may be hiding on the South Coast in a caravan or chalet (Our Crime Reporter writes). Mr Moody is wanted in connection with three armed robberies involving £900,000. He is 6ft 11in tall and Police say he is a keen fish and scuba diving strong aversion to smoking and dogs.

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## Legal snag to fighting video pirate

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After the fighting, hunger and disorder

## Wrecked Chad capital yearns for peace and effective government

From Ian Murray  
N'Djamena, April 9

The bullets have stopped but the real battle for control of the shattered capital of Chad is now being hotly joined. It is a battle between anarchy and the desire for peace rather than a fight between rival groups.

Hate, fear and hopelessness bear down on N'Djamena as the sun. The heat at the end of the dry season is intense and at the same time discontent is coming to the boil.

Only two things are holding back another murderous outbreak of the fighting which has already all but destroyed the fragile Chadian nation and ruined its even weaker economy. One of these is the continued, deeply resented Libyan presence in the country. But more important is the heartfelt desire of so large a proportion of the people to have done with war—at least for the moment.

It is enough to walk down any street in the city to understand why. The rival warring factions were not equipped with heavy arms. They carved their way through the town with bullets. The cartridge cases are tarnished now and scum into the grey sand that is everywhere. But the pits and the walls and crumbling brick masonry are still bleeding their dust into the streets.

Still bleeding, too, are the wounds of 200 or so of the combatants who fought in the battle of N'Djamena. These wounded veterans, mainly youngsters, lie in the central hospital in conditions which offend the eye. Many are as twisted and broken as the tortured girders of the wrecked office blocks and shopping arcades.

Each blistering hot day that dawn is a new survival test for the tens of thousands of people who continue to exist in the wreck of the city. There is no water or electricity, except at night in some of the better areas. There is no paid work. There is almost no money.

Almost every banknote remaining is held together with Sellotape and forgeries are commonplace. The civil service has not been paid for months and little or no work is being done. The police have had no money since last December and are merely being issued with free rice.

As a precaution, the Government is trying to disarm the many khaki-clad soldiers, who form so large a part of the visible population. All but the military policemen in their red berets are forbidden to carry guns. The rest are issued with a vicious sheath knife to give them the necessary authority. The mere fact of putting on a uniform however, turns even young teenagers into thugs. They stop strangers in the street and accuse them of



President Ouéddei: Seen as a useful go-between.

espionage. They threaten and bully. They do not loot because there is nothing left to loot. On the positive side it is obvious that the market place is resuming business as usual. Fresh food is available on the stalls, although little money exists to buy it. The abattoir is starting work again and the Scheherazade cinema has just reopened, showing a film called *The Spy*. The mud walls of the African quarter have absorbed and hidden the bullets leaving few scars.

A number of schools have reopened, although the teachers are still not back at work because they are not being paid. Here and there a few workers pestered around the rubble trying to find whole bricks to start rebuilding. A very few lorries have started clearing the debris from the many government buildings which have been totally wrecked.

But President Goukouni Ouéddei, shut off from the city in his palace by barbed wire on

one side and the River Chaddi on the other, can be aware that the capital city has become a self-contained state. It rules little but itself and that badly. In fact, it is the Libyans who very discreetly maintain whatever control there is. They are active more obviously in the north and east of the country where there is still skirmishing with some rebels.

Only the south of the country is governed at all by Chadians. Under its leader, Colonel Kamougue, the south has all but declared independence, collecting its own taxes, organizing its own militia and running some of its own affairs.

President Ouéddei was nevertheless given a rapturous welcome in the south last month, quite simply because he represented a hope for unity and the peace that would go with it. Heartened by this, he made a sudden tour this week of the central zone. He is widely criticised for his complete lack of firm government, but accepted as a compromise leader acting as a go-between of the different factions.

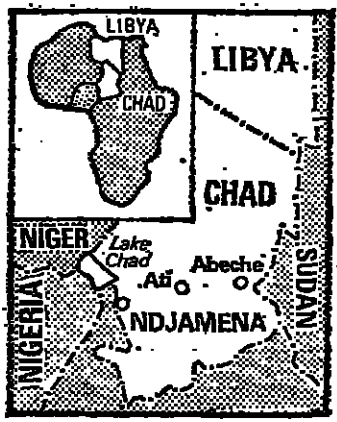
The most obvious danger to the uneasy peace is the continued popularity of Hissène Habré, the leader of the rebel army of the north which was eventually ousted from N'Djamena last December.

He is in Sudan and many of his supporters are living as refugees there and in other neighbouring countries or are still hiding their arms inside Chad itself. This adds to the overall mood of suspicion and creates the possibility that Libyans might be used in hot pursuit raids over Chad's borders.

The refugees are slow to return because there is so little to go back for and so much to fear. At Kousséri in Cameroon, just across the river from N'Djamena there is a camp of 60,000 of them, living off the world's charity and a good deal of thieving. A very few are taking camp carriers back to Chad with their beds and belongings but many prefer to stay at the camp to collect free food.

Charity is helping to keep famine out of the troubled picture. But mutual suspicion, longstanding hatred and lack of direction from the top pose more violent problems than empty stomachs. Sumner cancelled: A meeting of seven African presidents, called for tomorrow in Lagos has suddenly been cancelled without any official reason being given (Our Lagos Correspondent writes).

The presidents, all members of the Organization of African Unity steering committee on Chad, were to have discussed the appointment of an African peacekeeping force to replace the Libyan Army in Chad.



### Man in the News

## Polish hardliner finds favour in Soviet eyes

From Tim Garton-Ash  
Berlin, April 9

Mr Stefan Olszowski, leader of the Polish delegation to the Czechoslovak party congress, is at 49 a mere strapping by Soviet standards. He is none the less likely to have found favour in Mr Brezhnev's eyes in Prague. Indeed, he is a favourite for the position of Polish Husak in the event of a Soviet intervention.

Since his return to the Politbureau last August, Mr Olszowski has emerged as a most promising line against Solidarity. In December he further strengthened his hand by taking overall control of the Polish mass media. There has subsequently been a clamp-down on the press, television and radio.

Three weeks ago, he led the faction in the Politbureau which argued for the declaration of a national state of emergency in the wake of police violence in Bydgoszcz. Initially outvoted by the party leader, Mr Stanislaw Kania, only a threat of resignation from General Jaruzelski, the Prime Minister, prevented the Politbureau from going ahead with this plan, which would have provoked a general strike.

Mr Olszowski, in return, offered to resign after the bureau, which he is identified with, was violently criticized at the last tumultuous plenary session of the Communist Party Central Committee. The fact that his offer was refused, along with those of his political allies, Mr Tadeusz Grabski and Mr Roman Ney, suggests that he still enjoys strong support from the entrenched party apparatus.

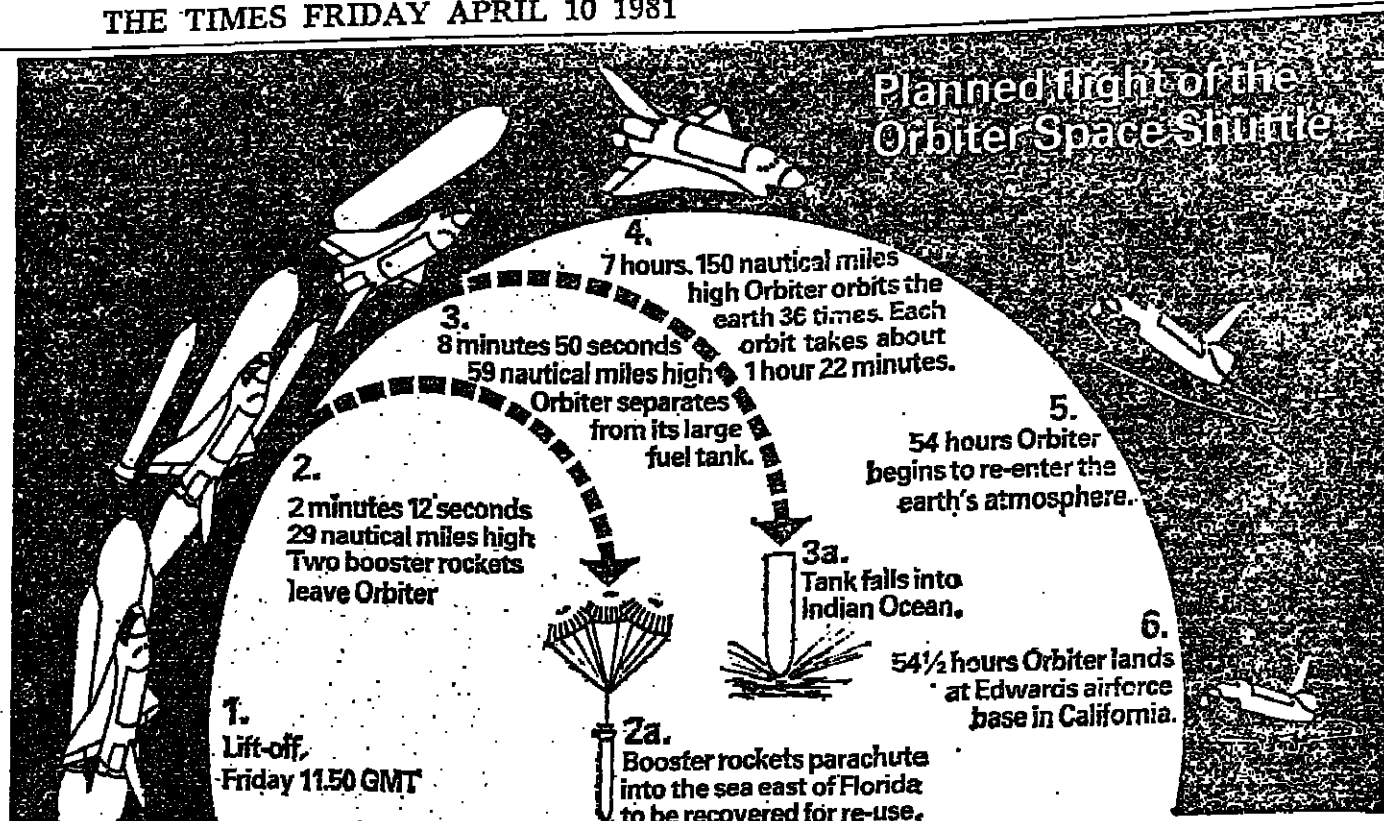
Strangely enough, Mr Olszowski was long celebrated by Western observers as a "reformer" and even as a "liberal". This reputation was established through his tactical alliance with representatives of the

liberal intelligentsia criticizing Mr Gierek's policies in the late 1970s. As a result of this well justified criticism, he was eased out of the Politbureau at the eighth party congress in February, 1980. He was then sent as Ambassador to East Berlin, an obvious demotion for a former foreign minister.

Yet there is actually no contradiction between Mr Olszowski's stance of economic reform and his political conservatism. He is perhaps best described as an authoritarian technocrat. He would like to see continued rapid modernization of Western technology and credits, but with the minimum of political liberalization. Economic decentralization should not be accompanied by the devolution of political power. The reins should be returned firmly to the hands of a strong, highly centralized Leninist party.

Surveys close to Mr Olszowski before August say that he harks back to the revolutionary Mr Kania of the early 1950s when he was a high official of the Stalinist Polish Youth Union. He is famously hostile to the Catholic Church and played a leading role in purging the mass media of "Zionist elements" in 1968.

On present form, Mr Olszowski's last slim hopes of a Leninist restoration in the Polish communist party are likely to be extinguished at the party congress, which Mr Kania has promised will be held before July 20. He must therefore be looking elsewhere for his support. The Kremlin clearly horrified at the prospect of a reformist party congress electing a liberal Politbureau, as they were with Czechoslovakia in 1968, Mr Olszowski would be ill-advised to seek a job which might be nearer to that of a Quisling than to that of a Polish Husak or Kadar. But then, Mr Olszowski may be ill-advised.



## Shuttle countdown to the reusable space age

From Michael Lespman  
Cape Canaveral, April 9

If the launch of the space shuttle goes according to plan, this is what will be happening in the hours leading to lift-off and in the early stages of the mission.

Shortly before midnight tonight, the liquid hydrogen and oxygen which provide power for the thrust into space will start to be fed into the fuel tank. When that is finished, a two-hour hold is built into the countdown; but two important preparations take place during this period of "post-time".

Commander John Young and Captain Robert Crippen will get up at 2 am and receive a weather briefing from the mission control centre at Houston, Texas. If it is favourable—which looks likely at the moment—they start getting into the pressure suits which they keep on for the first three and a half hours of the flight, in case a quick escape is called for.

After that they wear ordinary casual clothes until donning the suits again for re-entry into the Earth's atmosphere.

Mr John Yardley, associate administrator at the National Aeronautics and Space Admini-

stration, said this afternoon that the most dangerous parts of the flight would be 60 seconds after lift-off and at re-entry into the atmosphere on Sunday, a "new area" of space technology about which little was known.

Towards the end of the hold period—at about 4 am—Commander Young and Captain Crippen climb into the cabin. They hook themselves to their life support and communications systems. The hatch of their compartment is closed and they are sealed in.

Now the pace quickens. Two important safety measures are tested. First, a check is made of emergency procedures that come into play if the mission has to be aborted, then another check to confirm that the launch can be halted at any stage if things look wrong.

At 6 am another 20-minute hold begins. The computers are programmed with the final launch procedures which are almost completely under their control. Soon afterwards the engines are started on the "chase" aircraft, which will take off 10 minutes before the shuttle to monitor its ascent.

A final 10-minute hold begins

at 6.30 am. At this point the countdown can be held for up to 65 minutes if the weather looks temporarily unsuitable. When this hold ends, computers take over nearly all launching functions, although human intervention is still possible if necessary.

In a seven minutes before lift-off the access arm taking the crew to and from the control station is retracted from the craft. It can, however, be put back within half a minute.

Three and a half minutes later the ground power supply to the craft is cut off.

With five seconds to go, the final "Let's Go" command is given by the ground computers and 12 seconds later the three engines are ignited separately. Within three seconds they will develop 90 per cent thrust and at this point the booster rockets are ignited, the bolts holding the shuttle to its pad are blown away by explosives and the craft lifts into the air. Sprays of water help to absorb the noise, preventing it from damaging any of the systems.

Eight minutes 50 seconds later the large cigar-shaped fuel doors of the cargo bay.

Now the craft relies for manoeuvring power on chemical fuels of its own. By now it would be too late for it to return to the space centre, in the event of trouble. It would have to make a complete orbit of the Earth and land in New Mexico or Spain.

After 1hr 20min, all being well, the craft will have completed its first orbit and be 173 miles above the Earth. Soon the crew will begin the tests that are the purpose of the flight, starting with the cooling systems fixed to the doors of the cargo bay.

The astronauts eat their first space meal at about noon and go to sleep at 8 pm after an 18-hour day. On Sunday, shortly before 10 am, California Time (7 pm British Summer Time) they re-enter the atmosphere, having completed the 37 orbits.

This will be the most perilous part of the flight, providing the first test of the heat resistant tiles that are supposed to prevent the shuttle and its occupants from being consumed in fire.

Having survived that, the astronauts steer the craft to its landing on a dry lake bed at Edwards Air Force Base, about 120 miles north-east of Los Angeles.



A masked security chief welcoming Captain Robert Crippen, the astronaut, to Patrick Air Force Base yesterday.

## Nine rivals to fight M Giscard at polls

From Charles Hargrove  
Paris, April 9

There will be 10 candidates in the presidential election, April 26, M Roger Frey, President of the Constituent Council, announced this noon. In addition to the leading contenders, M Giscard d'Estaing, M Jacques Chirac, François Mitterrand and Georges Marchais, six "illegitimate" candidates are in the 500 required signatures from at least 500 departments in the country. This is no surprise.

The six "illegitimate" candidates are: M Michel Debré, orthodox Gaullist; Mme A France Garaud, the independent anti-communist; M M Crépau, the left wing leader; Mme Huguette B ardeau, the candidate of leftist PSU; Mme A Laguerre, representing Trotskyist Louise Quivrié; M Pierre Lalonde, leader of ecologists.

Neither M Jean-Marie Pen, the leader of the ex-right-wing National Front, nor M Michel Robert, leader of the independent left-of-Movement of Democrats, in the end succeeded in securing the necessary number of signatures. There is a call for a new election, an appeal to the Constituent Council until mid-June, Saturday against the 10 candidates who are not on the list. But it is highly unlikely there will be any such appeals.

The publication of the tomorrow in the *Jeune République* marks the beginning of the campaign, an amiable fiction, since M Giscard d'Estaing began his campaign a month ago, all Debré started off last night.

But on Monday, the campaign also begins in earnest. Each of the ten candidates has two television spots and two on the radio. But all political observations emphasize that these staid performances have less impact than the direct interviews which have taken place almost for weeks.

After Mrs Thatcher's visit to Brussels, which should be a valuable asset to his campaign, M Giscard d'Estaing has received support from a highly concrete fashion house, Hermès, with its F German loan. This gives a substance to the investment and research the President submitted press yesterday.

Surprise is expressed some newspapers today, but it is not believed by the den with the Chancellor they met in Alsace in March, and completed M Raymond Barre, the Minister, visited Bonn to announce from his campaign headquarters, and not from Elysée Palace.

Certainly the announcement of the loan was meant to ground from under the feet of M Chirac and M Mitterrand, who have both promised to stimulate investments with such precise financing for it.

Foreign Report, p 10

## Owen attack on Thatcher 'weakness'

By Fred Emery  
Political Editor

In a speech attacking Mrs Thatcher's "weak response" over Poland, Dr David Owen last night challenged her and the rest of the NATO Governments to threaten to freeze existing contracts with the Soviet Union as the one sanction that might stop the Kremlin's hand.

"High technology is the one area in which the West can really hurt the Soviet Union. It is the one sanction which if they really believe we would apply it would make the Soviet leadership think hard about continuing to supply arms to the Soviet Union. Nor would withdrawing diplomats have any impact or a resumption of the arms race—if anything, it will delay the generals".

Dr Owen, in a speech that no leader in the East or West had the right to put their national security at risk by abandoning arms control negotiations. "We are deluding ourselves if we think that this is the right response to Soviet interference in Poland", he said.

Over Iran and Afghanistan, Dr Owen contended the West has "shown a complete incapability of facing up to the economic decisions that are a real sanction".

He said: "One of the worst offenders in this was the present Government of this country who for all their rhetoric when it came to action showed themselves to be quite unable to deliver".

Dr Owen acknowledged that the reason was that these sanctions hurt people in the West as well. The issues could not be shirked. Governments should seek to compensate firms and protect the jobs of their people affected by sanctions.

## Man in the News

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Berlin, April 9

Mr Stefan Olszowski, leader of the Polish delegation to the Czechoslovak party congress, is at 49 a mere strapping by Soviet standards. He is none the less likely to have found favour in Mr Brezhnev's eyes in Prague. Indeed, he is a favourite for the position of Polish Husak in the event of a Soviet intervention.

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## Herr Schmidt rejects criticism of détente

From Patricia Clough  
Bonn, April 9

Herr Helmut Schmidt, the West German Chancellor today took issue with a suggestion by Mr Casper Weinberger, the United States Defence Secretary, that détente had fostered the Soviet arms build-up.

Mr Weinberger, producing charts to illustrate his point, told the Nato nuclear planning group in Bonn earlier this week that Soviet investment in weapons and military infrastructure had risen only slightly over the cold war period of 1951-63, but had rocketed during the détente years of 1963-81.

"If movement from cold war to détente is progress let me say we cannot afford any more progress", he was quoted as saying.

Without naming Mr Weinberger, Herr Schmidt spoke in the Bundestag said: "Whoever says détente policy is to blame for everything, that it actually encouraged Soviet military build-up, should allow themselves to be asked what the Soviet armaments would have looked like in cold-war conditions."

"I reply: whoever neglects their efforts to preserve the military balance during periods of détente—which incidentally the Federal Government has never done—has not understood the compelling interaction between military balance and East-West cooperation."

In his annual report on the state of the nation, Herr Schmidt issued a veiled warning to the United States leaders against making remarks which could exacerbate the situation in Poland. "Anything from outside, whether from East or West, which could heat up the situation is dangerous", he said.

He added a warning that any attempt to use force in Poland "could change the world" and many of West Germany's present policies besides. The West could only continue giving Poland economic aid "if a climate of cooperation is maintained in Europe".

The Chancellor found himself again defending the West German position on two fronts: against misunderstandings and a new tendency to toughness in the United States, and against increasing dissent from left-wingers in his own party.

He rejected any effort by the West to achieve military superiority over the Soviet Union—a reference to electoral claims by present American leaders which have caused great alarm here.

At the same time he countered arguments from within his own Social Democratic Party that détente and East-West cooperation could be preserved if the West accepted Soviet superiority. "Anyone who is prepared to accept Eastern superiority could one day be cruelly awakened from his illusions", he said.

Leading article, page 17

## Pressure on Warsaw is kept up

By a Special Correspondent

Despite the formal ending of the Warsaw Pact manoeuvres in Poland, Soviet ground forces and military communications networks—set up during the practice operations—remain intact throughout the country.

Diplomats in Warsaw see little reason for thinking that Mr Brezhnev's comparatively mild speech in Prague means that the threat of invasion has been lifted; indeed, there is a strong suspicion that the Russian will never permit the forthcoming party congress in Poland to take place.

A source in Warsaw said: "Whatever Mr Brezhnev says, the party congress is supposed to be held by secret ballot and this turns the communist principle of 'democratic centralism' on its head. Russian-controlled states take their orders from the top down and the ones are trying to overturn this whole process. How can the Soviets allow it to happen?"

There is considerable discussion in Warsaw as to how violent the country might become in the event of an invasion. The Polish armed forces are still expected to provide the front line against the Poles if civil conflict precedes an invasion; Soviet intervention would then take place to "assist" the Polish state forces.

Senior Polish army and naval officers have told foreign embassy officials that they would always fight "for Poland".

Another diplomat said: "We can think of all the possibilities, but we dare not think what would happen if the Soviets invaded and the Poles have never asked to leave the Warsaw Pact and never suggested that they wish to endanger Russia's supply routes to eastern Germany."

So why doesn't Mr Brezhnev understand this and allow the political changes to take place? "No-one knows what the Soviets are going to do; my only consolation is that I doubt if Mr Brezhnev knows either at the moment."

## El Salvador massacre The rising death toll starts to worry US

From Our Own Correspondent  
Washington, April 9

American officials are deeply disturbed at the massacre of at least 20 people in Soyapango, near San Salvador, apparently by security forces, on Tuesday. Representatives of the American embassy have investigated and confirm news reports that it was an act of gratuitous violence by the security forces, probably a group called the Treasury Police.

This organization, originally customs police, is 500 or 600 strong and has carried out a large number of killings. The American Government fears that unless the civilian military junta in El Salvador can bring the Treasury Police and other groups under control, and stop these killings, it will become impossible to restore the support of American public opinion and Congress.

The State Department issued a statement this morning deploring "violence from left and right that threatens all hope of progress". Mr James Cheek, Deputy Secretary of State for Inter-American Affairs, said in an interview published today that there appeared to be a deliberate policy of assassination by both left and right in El Salvador, to destabilize the regime.

He said that there were now about 30 assassinations a week, and added: "These incidents are beginning to reflect a new strategy by the left. This kind of activity must be stopped now. Like the first steps of a child."

According to the El Salvador Government, 28 more people were killed on Wednesday, mostly by leftist insurgents. Tuesday's massacre at Soyapango resulted in the death of between 20 and 30 people, the security forces claim that they were fired on by terrorists and that all the dead were killed in the gun battle that ensued. The massacre has been extensively covered on American television and in the newspapers. At least six of the bodies were found with their

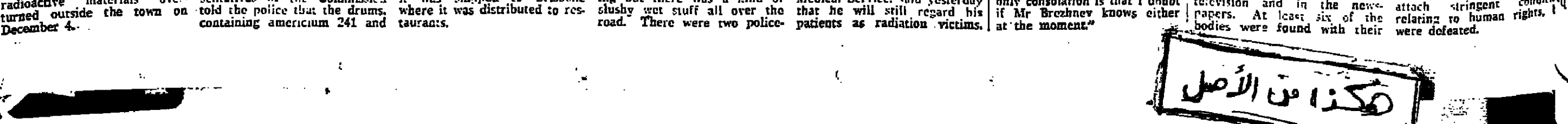
hands tied. Most of the had been shot at close range through the head.

The Americans' view is the present Government in Salvador is the last chance to save the country from a long and bloody civil war. If right-wing forces, such as the Social D crat, from the Government back the recent reforms, try a general assault on the left, there will be no support and so the way of Somocera regime in Nicaragua is allged here that the "general offensive" January proves that they did enjoy very popular support.

That could change in a few months. Colonel Guillermo Garcia, the Min of Defence, in a speech to American Chamber of Commerce in San Salvador, said: "The Government is not right-wing, foreign businessmen might as well their bags; there would be further hope of stopping left."

He also promised that Government could stop the and would do so. The question as things are in Washington, is whether the junta the authority to pursue security forces, especially Treasury Police. It is thought that there is very much to be gained from this.

For the moment, American support for the junta continues unswerving. The House Representatives sub committee on Inter-American Affairs rejected a proposal yesterday military aid should be cut. The 56 American advisers drawn. Instead, it approved Administration proposal to \$101m (156m) in aid to Salvador, of which \$26m will security assistance. \$34m in security related aid. Liberal democrats tried to reduce these sums and attach stringent conditions relating to human rights, were defeated.





**396-400 North End Road,  
Fulham Broadway,  
London SW6.  
Tel: 01-381 3169**



## Court orders Sagan novel to be destroyed

From Charles Hargrove  
Paris, April 9

A Paris court yesterday found Françoise Sagan, the novelist, guilty of plagiarism in her latest work, *Le Chien couchant*, published last November, and ordered the confiscation of all the unsold issues, and the destruction of all the material used to print it. The verdict is regarded as unusually severe.

"Should one now burn Sagan?" the independent Socialist newspaper *Le Matin* asks today.

The court found that the novel was "a relatively original work" that is to say an adaptation of the short story *La Vieille femme* by Jean Houssain, which was published in 1965 by Stock, in a collection entitled *Les Humilisés*, which had very limited sales.

In the foreword to her novel, Mme Sagan acknowledged the debt she owed to M. Houssain whom she chose to thank for his "involuntary" assistance. Indeed, I found the starting point of this tale in his excellent collection of short stories.

The court ruled that this was not enough. Mme Sagan should have asked M. Houssain for permission to be inspired by his short story. As it was not given, the court found that *Le Chien couchant* was an "illicit reproduction" of which Mme Sagan's publisher, Flammarion, was regarded as co-author.

The court forbade the sale or commercialization of any copies of the work on pain of a fine of 150 francs (£13.60) for every copy found on offer to the public one month after the verdict was officially notified.

It also decided that M. Houssain and his publisher would be entitled to half the royalties and sales of Mme Sagan's book, with an advance payment of 30,000 francs on the compensation.

As the court did not order the provisional enforcement of the judgment, an appeal lodged by Mme Sagan's counsel will prevent the immediate confiscation of her novel.

Her counsel asked the court whether the case would have been brought over a book which had sold only 100,000 copies of *Le Chien couchant* have been sold already.

Several commentators find that the case raises disquieting questions about plagiarism in literature. "Which writer has not borrowed from his predecessors or even from his contemporaries the subject of a tale or the theme of a drama? And one knows that the theme of the subject matter is less than the telling of it."



A man said to have robbed a shop in Macon, Georgia, holds a gun to his head as police surround him. He surrendered after 40 minutes. No one was hurt.

## English literature audience baffled by academic jargon

Singapore, April 9—Teachers of English, undergraduates and junior college students listened in bewilderment on the opening day of a seven-day conference on the study of English language and literature here yesterday.

Many could not understand what the expert speakers were talking about. The *Straits Times* reported today.

Professor John Sinclair, of the University of Birmingham, apparently lost many of his listeners on the way with such phrases as "the priorities of the discipline (replicability

of analysis, retrievability of evidence for evaluations, respect for objectivity).

The text was printed by the *Straits Times* which said another speaker, Dr. Koh Tai Ann, of Singapore University's Department of English Language and Literature, opened her talk on "The essential discipline in literary studies with a 104-word sentence."

But Professor Edwin Thumboo believed that there was no excuse for lack of understanding. "We work on the assumption that we are heard by intelligent people," he said. —Agence France-Press.

## Malta defers trial of Opposition's deputy chief

From George Sammut  
Valletta, April 9

The police case against Dr. Guido De Marco, deputy leader of Malta's opposition Nationalist Party for allegedly making false public accusations against Mr. Dom Mintoff, the Prime Minister, and leading police officers has been adjourned till April 21.

The magistrate, Dr. Dennis Montebello, upheld the defence's preliminary plea and overruled the prosecution's objection to Dr. De Marco's statement of the facts.

The case arises from a statement by Dr. De Marco at a public meeting, in which he referred to the alleged throwing of an explosive device and its subsequent coverage in the press. He recalled that the editors and reporters involved had been taken for interrogation at police headquarters by night. This interrogation, he stated, could easily have been carried out by day; and he emphasized that the free press would not be intimidated or destroyed by such police tactics.

The police charged Dr. De Marco with having in public falsely accused Mr. Mintoff and the police officers of "bad acts in the administration of government"; that he had wrongly suggested that the arrest of the journalists was a threat against the freedom of the press; and that he had wrongly maintained that democracy and freedom were also threatened.

The defendant pleaded that he was not guilty on the grounds that he had acted in his function as a representative elected by the people to do that for which he was responsible and that he had the right and duty to criticize.

## Machine guns used against police in Bilbao

From Our Correspondent  
Madrid, April 9

Terrorists machine-gunned two police vans in Bilbao today, killing one policeman and injuring two others. It was the second fatal shooting attributed to Basque extremists in the Bilbao area in two days.

The assailants opened fire from a stolen delivery van from a distance of about 70 yards as the two vehicles stopped to change a police guard on a bridge.

Yesterday two hooded men stepped out of a car and shot a policeman dead at the door of a school where he had just left his four-year-old daughter.

## FOREIGN REPORT

# Socialist leader predicts success for third presidential campaign

A little poster began appearing round Paris as the presidential election campaign got under way. "Youth has a future!" it read. "Mitterrand has a past."

M. Francois Mitterrand, creator, leader and candidate of the French Socialist Party, has indeed got a past, both real and legendary. It is at once his greatest attribute and his biggest handicap as he tries once again to win election to the highest post in the land. It is a past which has to be understood to explain his attitudes and give him any credibility for the future.

It is a past full of apparent contradictions. But these contradictions are explained by the evolution of the man. His admirers say that what Mitterrand thinks today, France thinks tomorrow. Certainly his liberal beginnings are closer to the path followed by his enemy, President Giscard d'Estaing — than they are to the ways of the man today, who talks of creating "a great Socialist Party on the ground occupied by the Communist Party."

His evolution has been not so much gradual as forced upon him by traumatic events. He was a man who, increasing in the 1930s, was a station master and then became the head of the French union of vineyard makers. He had seven brothers and sisters and a happy enough childhood, marred only perhaps by the failure of the family's English nanny, Miss Eva, to teach him to speak English.

In 1934 he went to Paris to study law, but had scarcely received his degree when he was called up by the Army. Stationed near Verdun, he was wounded and then taken prisoner in the German offensive of 1940. He escaped, but it was only at the third attempt — a fact he made good use of now — that he returned to France.

In 1942 he began work in Vichy in the Prisoner of War Commissariat, for which he was awarded his Vichy Medal. But he accepted it so as not to blow his cover as a leading member of a resistance movement. He was forced to work underground, and at one stage to escape to London, acceptance of that medal earned him a nickname which some still use — "Mitterrand the dog."

With the liberation of France he was already sufficiently well known to General de Gaulle to be appointed as his minister responsible for prisoners of war and deportees. The appointment was not renewed. Already the ideas of the 28-year-old M. Mitterrand were beginning to evolve towards the left and the fact that he was expressing them in the daily newspaper *Libres* was enough for the General to drop him.

It was only then that M. Mitterrand went into politics. He stood against Communists and a Socialist candidate in the Nièvre in 1946 and was elected to this safely bourgeois seat — a seat which he still holds and which has evolved with him towards the left.

At nearly the same time General de Gaulle was breaking with the Fourth Republic and the young M. Mitterrand was almost an automatic choice for future governments. He rose steadily through the cabinet, making his mark by his competence rather than by his ideas. He seemed, in fact, very much a man for all seasons, faithfully moulting the ideas of his superiors.

Yet it is obvious now that during that period M. Mitterrand increasingly shut his real self away from the public gaze. He started his ministerial career as a bright young go-getter. He



Above: A Socialist Party poster proclaims peace, jobs, freedom. Below: M. Mitterrand, the Socialist leader.

finished it apparently as a spent force. Privately, however, the minister who approved French intervention in Suez and accepted the arrest of Ben Bella, was making a man who increasingly believed in his own ability to find a better course for his country.

His desire to plough his own furrow probably increased from 1954 after he was unjustly accused of having leaked decisions of the National Defence Council to the Communist Party. His left-wing tendencies had by then created enemies who were only too ready to point the finger at him.

In all events he began to believe increasingly in the idea that France was controlled by an establishment which curbed real democracy. He felt himself enforced in this belief by the installation of General de Gaulle as President in 1958, an act he considered a flagrant breach of the law. From that moment he shed his inbred deference and emerged as the natural leader of the opposition in France.

The following year he survived an assassination attempt, aimed more at his character than at his person. French Algerian extremists fired on his car and then spread the damaging rumour that he had staged the attack to win sympathy. Nothing the Socialist leader has been able to say or do has ever been able to lay this rumour completely.

From the time he entered into his opposition against the Fifth Republic, M. Mitterrand dreamed of the day when he could rule over it. He realized early on that if he could only unite the splintered Left, he would then form a party too strong to be broken by any other political grouping.

By 1965 he had unified the Left sufficiently to be allowed to stand as its sole candidate against General de Gaulle and achieved the not insignificant feat of forcing the founder of the Fifth Republic into a second round of voting. Then came the

movement of May, 1968, and the French bourgeoisie, having glimpsed the potential horrors of revolution, closed ranks and squeezed out the Socialists. Instead of challenging for the presidency again in 1969, M. Mitterrand chose to try to make the Left respectable and to unite it. In June, 1971, at Epinay he formed the Socialist Party which he can now accurately boast is the largest single party in France. Only three years later the old leader of this new party came within

of winning the presidency.

Since then the Union of the Left, signed with the Communist Party in 1972, has disintegrated. The collapse of the Union of the Left has not shaken Mitterrand's faith that a Union of the Left with Communist voters is possible. He believes his programme limited nationalization, tax reform, helping the lower income working hours, improving social services sufficient to attract up to 6 million of the regular million Communist voters.

Even added to his Socialist support, that would not be enough on its own to win the Elysée as President will need to prise away some of the Gaullist vote and to describe himself as the candidate capable of making entire French nation unite and at least which he borrowed from General Gaullie.

He has had problems with his own party, posed large M. Michel Rocard, the self-pointed dauphin of the Socialist Party. With a typical political acumen M. Mitterrand has beaten off the challenge the party has stayed up behind him. The Rocard may represent the next stage in the evolution of the Socialist Party but it is too liberal pragmatic a one for the party leader.

If he wins M. Mitterrand will be aware that he must change quickly to avoid a point of disillusion which could split his party again and bring the Rocard challenge to the fore.

He describes his own career as a slow climb up a long, winding path. He will find Elysian fields at the top merely a clear view across a valley to a higher of French conservatism is key question of the election.

Ian Mur

This is the third of four articles leading figures in the contest for French presidency. The articles: Georges Marchais and M. Jacques appeared in previous Foreign Reports.

Dr. Tipton has emphasized that the regime is committed to a free enterprise economy and he has promised that a national development plan will be ready by the end of the year.

American backing for new rulers came after a series of visits to Monrovia by Richard Moore, Assistant Secretary of State under President Carter, and the subsequent announcement by Sergeant Doe that a group of political prisoners was being released and a national commission was appointed to draft a constitution.

Critics of the Doe regime contend that military and political prisoners remain in jail. They demand, from about a full amnesty for political prisoners and a timetable for the introduction of democracy.

Sergeant Doe seems in a hurry to organize a return to the military barracks. Matthews has indicated that it will occur in 1983, when the presidential elections are held. Sergeant Doe says the matter of no immediate importance.

In the meantime the local press has won local approval from both local and international observers. He said to be learning and making fast in office. He adopts a simple style which seems to impress Liberians.

He frequently drives his white Honda car and delighted spectators at the football cup final by watching the match from a seat behind the goalposts rather than in the grandstand.

Michael Knight

## Unrealistic expectations lead to growth in worker militancy

# Freedom swells labour unrest in Zimbabwe

● This is the fifth article in a series by Nicholas Ashford to mark the first anniversary of Zimbabwe's independence on April 18.

Salisbury

The Salisbury Portland Cement Company, a subsidiary of the British Blue Circle group, has long had a reputation for being among the most progressive employers in Zimbabwe.

For years it has been among the country's "top five" companies as far as wages are concerned and at present the company's \$25 hourly paid workers earn over £16 per month more than the minimum wage of £57 a month introduced by the Government.

The company was also one of the first to introduce a liaison committee consisting of employees and management representatives in the early 1970s and three years ago the entire staff, from Mr. Chris Dewhurst, the managing director, downwards, was sent on an "industrial awareness" course.

However, the company's attempts to improve industrial relations have only partly cushioned the firm against the wave of worker militancy which has spread through the country since independence.

Although the company was not hit by the rash of strikes which affected many other plants, there were problems caused by a group of militant workers who tried to set up an "unofficial" workers' committee last year before the Government had published its guidelines on workers' committees.

Government officials had to be called in to explain the situation to the workers and then had to be called in again last month when workers

refused to elect committee members by secret ballot, even though the Government's guidelines, published in February, provide for secret ballot.

These are problems which are familiar to those involved with the British labour scene, but they are relatively new to Zimbabwe, where many employers, before independence, adopted a "take it or leave it" attitude towards their workers.

The industrial unrest after independence was caused largely by unrealistic expectations among workers. They wanted more pay, better conditions and more jobs all at once — and companies could not meet these demands.

More often than not Mr. Kumbirai Kangai, Minister of Labour, or one of his senior officials had to intervene directly, warning workers that they would lose their jobs unless they followed statutory industrial conciliation procedures.

In an attempt to improve management-worker relations the Government has encouraged the setting up of workers' committees. Members of these committees, which are similar to the old liaison committees except that there is no taint of management influence, have been established in factories, offices and on farms throughout the country.

Their main function is to improve communication between management and workers (through joint representation questions such as pay, conditions of service and other factors on a "works council" on company matters).

Although Mr. Dewhurst is convinced that the former liaison committee performed a valuable task at Salisbury Portland Cement, the workers

appear to believe that it was too much under the influence of management.

When elections were held for the workers' committee last month, none of the former liaison committee members was re-elected. Mr. Duncan Chaparadza, who was elected chairman, is the man who tried to form the "unofficial" workers' committee last year.

Mr. Chaparadza has an infectious smile which disguises his militancy. He is deeply suspicious of management, believing that it tried to stop a workers' committee being set up — which clearly was not the case.

The list of complaints he intends raising once the works council has been formed range from pay and housing to the fact that lower paid workers are given tea with powdered milk and brown sugar while the better paid get fresh milk and white sugar.

Mr. Dewhurst, who expresses pride in his company's labour record to date, does not seem unduly disturbed by the workers' militancy which has infected industrial relations. "I am confident that given time, and training the new committee will prove to be useful. The trouble is that the workers have little knowledge of the workings of a concept like this."

What the Government has yet to work out is the future relationship between workers' committees and the trade unions. The committees sprang up largely because workers felt that their interests were not adequately represented by the unions. The unions have now become concerned that the committees are taking over some of their responsibilities.

The Government is trying to encourage a complete restructuring of the country's trade union movement which repre-

sents less than 10 per cent of the million Zimbabweans in paid employment.

A new Zimbabwe Confederation of Trade Unions (ZCTU) has been set up and, according to Mr. Ignatius Chigwendere, a senior labour Ministry official, the intention is to reduce the present 140 or so registered and unregistered unions down to a handful of powerful, broadly based ones, as exists in West Germany.

The trade unionists would then be responsible for negotiations at a national level while the workers' committees would represent workers at plant level.

However, trade unionists fear that the power of the committees could be increased if they are used as vehicles to obtain workers' participation in management. "We want to build up these committees," Mr. Chigwendere said, "so they become partners in production. But we are not going to force this issue. The aim is gradually to give them more responsibility so that in the end we have true democracy in industry."

The whole question of industrial relations in Zimbabwe will be covered by the commission of inquiry on incomes, prices and conditions of service headed by Mr. Roger Ridgell. The commission is expected to complete its massive report this month for publication in the middle of the year.

This report will give a clearer idea of how the Government negotiates relations between workers and management as well as developments in matters such as pay, the introduction of a scientific basis for a minimum wage, and the ending of race discrimination.

Next: the economic boom

## South Korea breaks up two spy rings

From Jacqueline Reditt  
Seoul, April 9

Two communist spy rings were broken and 11 of their members detained today by the South Korean National Security Planning Agency (NSP).

The NSP — the former Central Intelligence Agency — said the 11 had been spying for the North Koreans over a long period. The two groups had supplied the north with information about South Korean security matters and tried to recruit communist sympathizers and spread subversive rumours.

The NSP said it had confiscated radio receivers, forged documents, ideological books and clothes from the 11 detained were women.

## Amnesty may solve Italy's jail problem

From Peter Nichols  
Rome, April 9

The Italian Government is considering an amnesty as the simplest expedient for relieving the overcrowded state of the prisons, a situation which could, it is feared, bring serious violence in the summer.

At the end of last year, the number of prisoners was approaching 32,000 of whom 1,466 were women and under 35 years of age. It is estimated that there are about 6,000 more prisoners than the system can reasonably accommodate.

Senator Adolfo Sarti, the Minister of Justice, touched on a possible recourse to another amnesty during testimony given yesterday to the Senate justice commission. He made it clear that nothing had yet been decided and that the principal parties would first be consulted.

The decision will not be easy, in itself, because the coalition parties are divided, and could fatally lead to the impression of a weak Government, which emerges from two parliamentary defeats today and one yesterday.

Spokesmen, both of the Socialist and Republican Parties, which are members of this coalition Government, have expressed more than doubts on the idea. The opposition parties are highly critical. The Radical state today that the idea showed the Government's incapacity to face the problems of justice in a serious way.

If this amnesty is agreed it will be the seventh to be declared in the last 21 years. Exponents of a proper reform of justice point out that about two thirds of the prisoners are awaiting trial or the hearings are appeals, so that the principal task is to accelerate the process.

The bitterness aroused by this indiscriminate mixture of the guilty with those still technically held to be innocent is regarded as one of the reasons why prisoners are a training ground for crime, including the recruitment to terrorism.

The terrorist movements, led by the far-left-wing "Red Brigades", look on the prisons as a vulnerable institution which should be attacked.

The uncertainties aroused by the issue of the amnesty were underlined today by Signor Eraldo Bianco, leader of the governing Christian Democrats in the Chamber of Deputies. He called for a meeting of the heads of the coalition parties to agree on a plan of action, particularly on institutional and economic problems, such as to keep the Administration in office until this legislature comes naturally to an end.

## Sergeant Doe hesitates over democracy

One hundred United States Army "Green Berets" are due to arrive in Liberia today, two days before the first anniversary of the coup which brought Master Sergeant Samuel Doe to power in this West African state.

Their mission is a training one intended to last only a month. Although a modest operation, it is an indication that the United States does not intend to allow Libya, Cuba or the Soviet Union to have a clear run in courting the favours of Liberian despots and regimes in Africa. Since achieving power, Sergeant Doe has slowly established respectability to win a cautious acceptance from the West and other African states.

After appearing to flirt with Libya and the Soviet Union, Liberia has reestablished its traditional links with America and it has won new financial aid agreements with the European Community and the World Bank.

Internally, Sergeant Doe and his fellow NCOs on the ruling People's Redemption Council appear to be maintaining a fragile popular appeal with an "open door" style of government and a determined effort to crack down on corruption and discipline.

The have also coopted the services of two leading civilian politicians — Mr. Gabriel Bacus Matthews as Foreign Minister and Dr. Togba Nuh Tipton as Economic Minister. However, most of Liberia's new leaders are ill educated and inexperienced and the country's economic problems are prodigious. There are serious doubts about the prospects of stability being maintained.

The coup leaders earned initial notoriety when they stormed the Liberian presidential mansion in Monrovia on

April 12, 1980, to topple the True Whig Government of President Tolbert. The True Whigs, dominated by Americo-Liberian descendants of freed American slaves, had been in power continuously since 1877 and were internationally respected.

President Tolbert was also the chairman of the Organization of African Unity at the time of the coup and his violent death at the hands of his own low ranking soldiers was particularly disturbing to his fellow African leaders.

When 12 senior officials of the Tolbert Government were publicly executed 10 days after the coup, the reputation of Sergeant Doe and his associates suffered badly.

The early post coup period was marked by random shootings, looting and general lawlessness. Then, on June 14, soldiers broke into the French Embassy in Monrovia and seized Mr. Adolphus Tolbert, eldest son of the late President. This was a breach of diplomatic immunity which further disturbed the international community.

Since then, however, the ambitious 29-year-old head of state has been at pains to establish his regime's propriety.

He is reported to have released Mr. Tolbert on bail, promising him a fair trial, and to have also freed 23 other officials of the Tolbert Government.

The Doe regime's reputed strength comes from its former Brigadier-General — formerly, Staff Sergeant — Thomas (Quiwonneh), who is the Commanding General of the Armed Forces, has taken steps to improve military discipline, firmly punishing troops found guilty of harassing civilians.

After being ostracized by the rest of Africa, Liberia has managed to normalize diplomatic relations with Nigeria, Ivory Coast and Sierra Leone and is expected to attend this year's Organization of African Unity summit in Nairobi in much better standing than last year.

Progress has also been made on the economic front. The new ruler inherited \$330 million external debt and accumulated a further \$48m debt by various ill-considered early measures, which included doubling the wages of the armed forces and civil servants.

The authorities then froze public spending and introduced compulsory public loans through the purchase of national savings bonds to the value of two months' salary for the better paid and one month's for those who earned less than \$360 a month.



Master Sergeant Doe: re-establishing links with U.S.

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# THE PILGRIMS' AIRPORT

On Sunday King Khalid of Saudi Arabia is to dedicate the King Abdul Aziz International Airport at Jiddah. Covering twice the area of Manhattan, the airport will be the entrance point to Saudi Arabia for the more than one million Muslims each year who make the pilgrimage to Mecca, the birthplace of the Prophet Muhammad. The two sections of the pilgrims' (Haj) terminal, pictured below, cover about 125 acres and are the outstanding feature of the new airport

Jiddah international airport, which has risen from the desert over the past seven years, is a new crossroad on the world aviation map, joining Los Angeles, New York, London, Paris, Frankfurt, Singapore and Hongkong.

The Middle East has traditionally been a staging point for airlines between Europe and the Far East and Australasia, and petrodollar prosperity of the past decade has emphasized the importance of its airports still further.

Airports in the region have been improved to deal with increased traffic, but until now airlines operating through Saudi Arabia have had to make do with badly outdated conditions at Jiddah.

The old airport on the outskirts of the city has been gradually surrounded by urban development, and its closure has been long overdue. (It will be developed for housing in the future.) It has become particularly outmoded for dealing with the Haj (pilgrimage) traffic, which pours into the country in ever-increasing volume during a short period of each year. The design of the new airport pays particular attention to the accommodation of pilgrims.

Unlike many other countries in a world becoming increasingly conscious of its environment, Saudi Arabia was able to think big when drawing up plans for the new airport. A vast tract of desert to the north of Jiddah was set aside as big as the John F. Kennedy and La Guardia airports in New York, Newark airport in New Jersey, O'Hare airport in Chicago, and Los Angeles airport put together. The new airport is twice as big as Manhattan island.

No restrictions on development such as have plagued the British Airports Authority in its 20-year search to find a site for the third London Airport affected the Saudi Arabian IAP (International Airports Projects), which is in charge of such developments in the kingdom.

fewer new long runways will be required — only bigger and more efficient passenger terminals.

None of these potential future restraints has worried the planners and the builders at Jiddah. Work on the site has gone on virtually around the clock since 1974, with up to 12,000 men from 35 countries labouring in heat which often exceeds 100°F. They have been accommodated in a temporary town erected on the site complete with air-conditioned houses, supermarkets and schools. Off duty, they gather in specially built social and sports clubs or swim in pools provided for them.

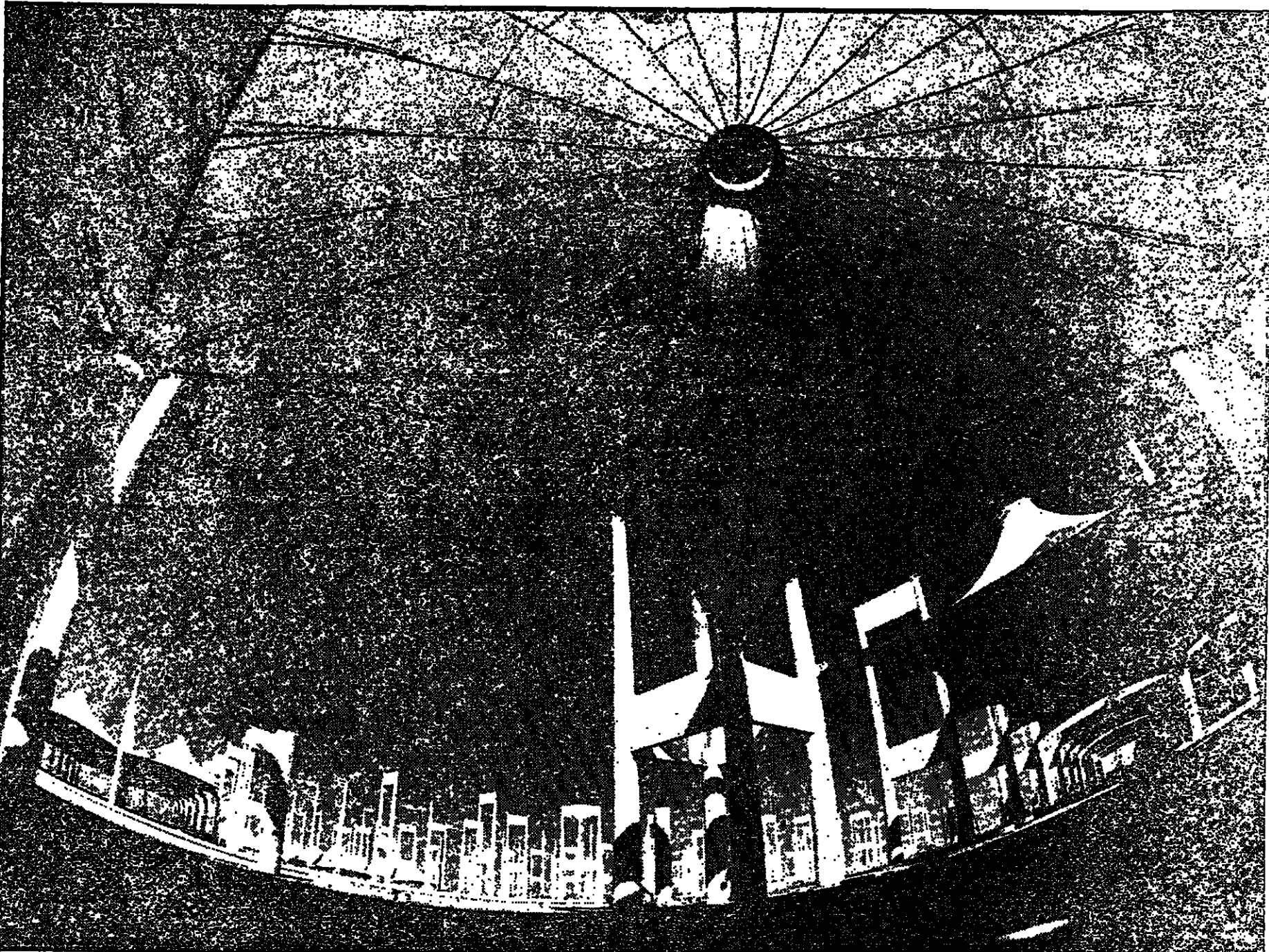
Most of the precast concrete items used in the new airport buildings have been built in a factory covering 45,000 sq ft on the airport site. This can turn out 200 cubic metres, prestressed to 5,000 psi, square inch, every 24 hours.

The site is a mixture of coral (the Red Sea coast is close by) and sand, and a nursery has been established on the site to determine what types of ground cover will thrive best. The plan is twofold: to make the desert bloom so that the airport will be as welcoming in appearance as it is possible to make it, and to reduce the amount of blowing sand, which is likely to play havoc with aircraft.

There is little doubt that the new Jiddah international airport will be viewed as a wonder of modern aviation. As such, and as one of the last of its breed, it will attract large numbers of professional visitors in the years to come. Few, if any other airport authorities will be able to match its lavish use of either space or funds.

However, the exchange of architectural and other ideas in the development of airports is commonplace, and it is certain that some of the adventurous concepts at Jiddah will find their way into other new, but more compact, airports to be built in the future.

Arthur Reed  
Air Correspondent



photographs: Brian Harris

## Translucent 'tents of the desert' will glow by night

The new Jiddah international airport (NJIA) is four airports in one, and at the end of the second phase of building, now under way, it will also have a base for the Royal Saudi Air Force.

Two conventional terminals have been built facing each other at the end of a vast mall, which will provide parking places for the airlines. The north terminal is to be used by international airlines other than Saudia, the south by the national carrier of the country. Then there is a spectacular terminal designed exclusively for the use of pilgrims, and a fourth terminal for the use of the Royal Family.

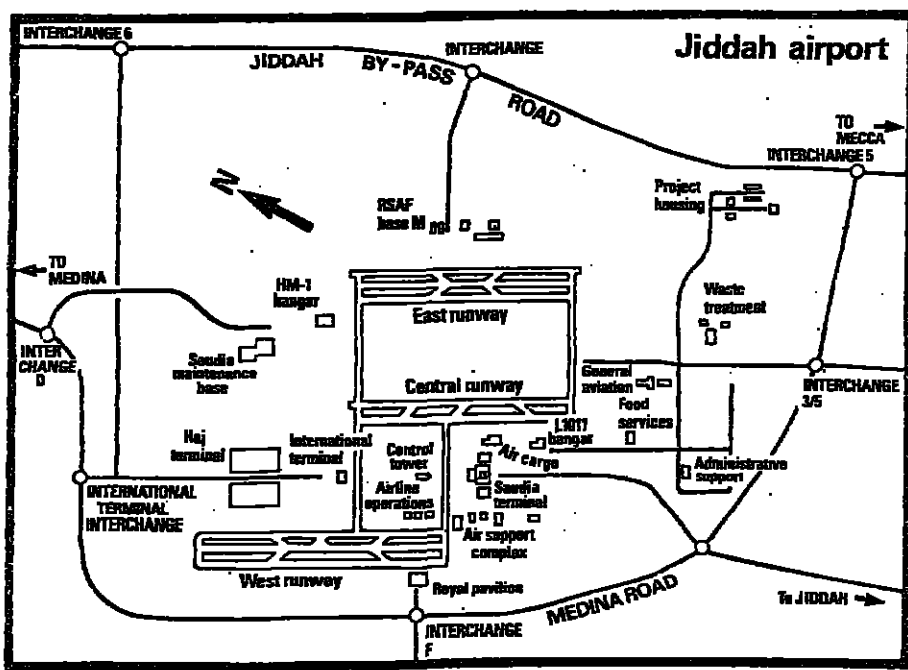
The two airline terminals mentioned above are conventional only in their layout. In the materials which were used, and their general design and ambience, they are unlike any other in the world, and with their powerful air-conditioning systems will offer a high standard of passenger comfort.

During a visit which I paid NJIA, the Saudia terminal as ready for occupation, with the electronic flight indicator boards working and piped music wafting from hundreds of square yards of white, marble slabs, own specially selected varieties of northern Italy. A total of 6,500 tons of this material has been built into the airport. Although it looked beautiful in its virgin state, some airport workers were worried about how it would be kept clean once thousands of feet traverse it each day.

Passengers will be carried from the airlines parked on the mall in a fleet of mobile lounges of the type used at Dulles airport, Washington, and Mirabel port, Montreal. They will then be taken directly from the port of departure halls and will be delivered direct to the aircraft door, the vehicle justifying itself to the varying heights.

Most airport planners have erred away from the use of mobile lounges on the grounds that they are complicated and expensive, criticisms of which the developers at Jiddah are fully aware. The main advantages for them at NJIA are that they have enabled the e of the terminal buildings to be reduced while cutting down the amount of walking for passengers.

Out on the mall there are aircraft parking bays, nine operations buildings providing space for maintenance staff and rest facilities for crews.



Saudia's terminal has been designed to handle 3,500 boarding passengers an hour. Ten carousels have been installed to deliver baggage. Parking is provided for 5,000 vehicles, and the terminal will have jobs for 7,000 (overall employment on the airport will be 20,000). The terminal also has a mosque — one of four on the airport — and a hotel with 60 bedrooms.

The royal terminal is intended for the exclusive use of the King of Saudi Arabia, members of the Royal Family, ministers of the Government and their guests. It has been designed and finished in the most lavish fashion, with its roof of solid copper, and its walls in white Italian marble. High walls straddled with sentry towers guard it on three sides. On the fourth it is open to the kingdom, and it is here that the royal aircraft take on or discharge their passengers. On arrival, guests will be escorted over red carpet across a vast parade ground to inspect a guard of honour. They will then meet their host, who will be installed in a small saluting pavilion.

The party will then proceed to the terminal itself, which is divided into the main reception area, with splendid furnishings and fittings, royal retiring rooms, an area for the women, and a press room with space for 100. In front of the terminal is an oasis-

like area filled with greenery and palm trees, the latter flown from Florida, because it was felt they would flourish better than the local variety.

Eye catching though the royal terminal is, the terminal which causes the greatest reaction among visitors to NJIA is undoubtedly that for the pilgrims who come to the kingdom for the Haj. About 1,500,000 of these travellers are expected to arrive in Saudi Arabia by 1985 on their way to the Holy Cities of Mecca and Medina, and that figure should rise to 2,300,000 a year by the turn of the century.

It is to cope with this enormous traffic, all of which moves through the kingdom within the space of a few weeks each year, that there is being constructed at NJIA what is claimed to be the largest enclosed space in the world — a quarter as large again as the Pentagon building of the United States Department of Defence, which up to now has held the record.

The design of the Haj terminal was based on the tents of the desert, in the hope that pilgrims will feel at home as they wait for transport to the shrines.

The complex covers 300 acres. It is divided into two sections, each 2,400 ft by 1,115 ft, on either side of a central mall which is 525 ft wide. Each half terminal has its own extensive parking

area designed to accommodate 10 Boeing 747 jumbo jets, which will load and unload through bridges. Each half terminal is subdivided into five buildings with enclosed, air-conditioned areas in which the passengers will go through such formalities as ticketing and passport control. Each of these buildings will have two gates to the aircraft and will be able to handle 8,000 passengers each day.

Covering each of the two half terminals, but open at the sides, is what is claimed to be the world's largest fabric roof — 5,000 sq ft of glass fibre material coated with Teflon. The translucent fabric forms 210 'tents', each raised on steel pylons, in an operation similar to the raising of a circus big top. Each tent stands six storeys high at its bottom and 10 storeys high at its peak.

The fabric permits shadowless natural light to filter into the terminal, while reflecting the heat off the outside surface, and spotlights on the support pylons shine on the roof at night to give arriving pilgrims a breathtaking view of 370 acres of fabric, radiating a soft, golden glow, according to one NJIA official.

Two runways serve the airport initially, with a third due to be constructed under phase two. The two which are complete are 3,300 metres and 3,800 metres long respectively. The airport

control tower is situated between them, 197 ft high, and the computer housed in its base building, which is 12,000 sq ft, will control all the flight operations.

The airport also has a massive maintenance hangar, covering 355,000 sq ft. It is intended to use this as Saudia's maintenance base until the airline's own base is completed next year, when it will be converted for general aviation use. Maintenance of the airport's mobile lounge fleet is also done in this hangar, which has the capacity for two Lockheed TriStar airliners. It has an overhead fire sprinkler system with a capacity of one million gallons.

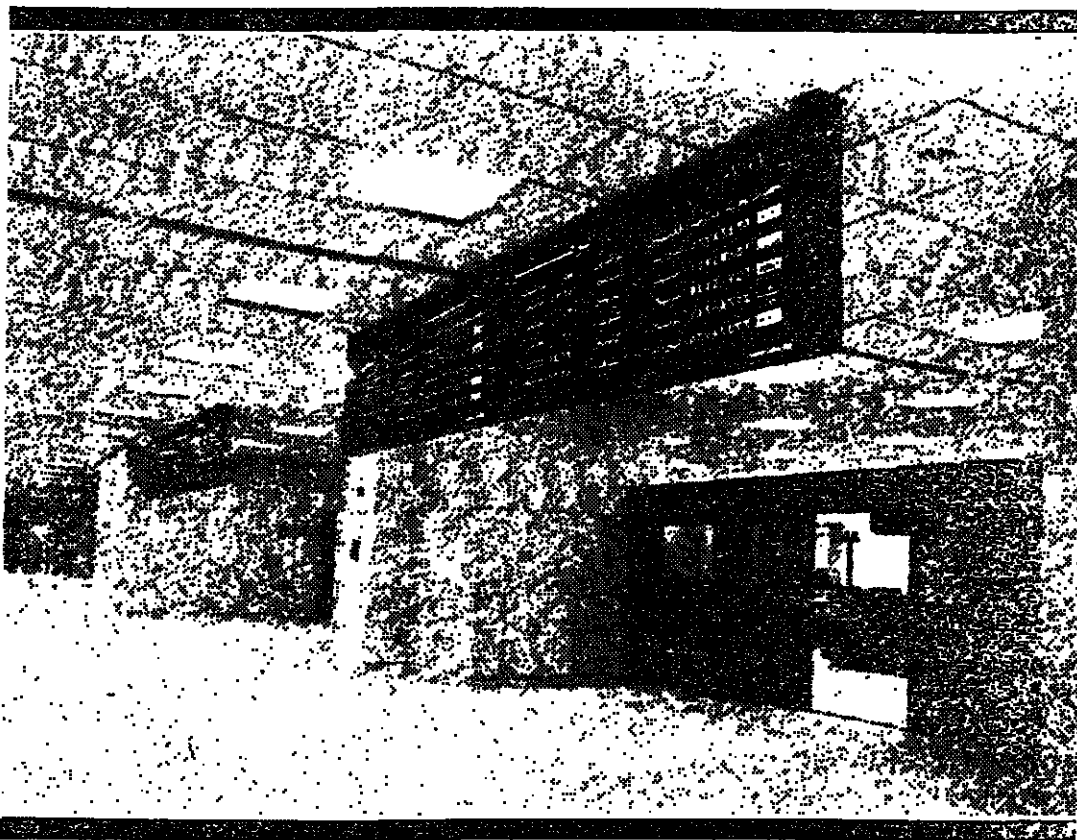
The new cargo terminal at NJIA can accommodate seven 747 jumbo jets at the same time. It has been designed to deal with 150,000 tonnes of freight a year based on an average of 11 days from receipt to release. The building can store 7,500 tonnes, 800 in cold storage. Material handling and inventory control is computerized. The building covers 371,000 sq ft, has parking for 250 lorries and 350 cars, and employs 300 people.

The food service building at the airport will, by 1985, be providing 47,000 meals a week from its kitchens. It also has a commissary which supplies in-flight sales products and cabin service equipment. By 1985, NJIA should be handling 8,500,000 passengers a year. So far it has cost about £2,000m, with 12,000 workers from countries all over the world labouring on the site, which was virgin desert, almost around the clock since 1974. Saudi businessmen have suggested that stage two will see that expenditure at least doubled by the time it is completed in 1985.

It may well be asked whether Saudi Arabia really needs such a grand scheme, given that there are two other enormous new airports being developed elsewhere in the kingdom at the same time. Although air traffic is growing at a rapid pace in the area, it has to be remembered that the normal aviation yardsticks of profit and loss do not apply to these projects. NJIA must be seen as an expression of the government's desire to improve the lot of the Saudi Arabian people, and to discharge better the traditional responsibility of host to the ever-increasing influx of pilgrims across its frontiers.

A.R.

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## THE PILGRIMS' AIRPORT

Saudia

## Time to take a longer breath

Saudia, the national airline of Saudi Arabia and the main user of the new Jeddah international airport, has grown remarkably, increasing its passengers from 1,300,000 in 1974 to about nine million last year.

Such enormous expansion in international aviation, with its high technology, has inevitably brought problems, the largest of which has been the training of technical staff, from pilots to maintenance staff. To its credit, the airline's management has not been too proud to lean upon the experience of foreign airlines.

As a result, it now has a solid base of well-trained Saudis moving up through middle management to the top posts, although because of the size to which the airline has grown it will be some years yet before complete Saudization is achieved.

Shakh Ahmed Mattar, the director general of Saudia, who keeps up his jet captain's licences by flying several services a month, said to me in Jeddah: "Year after year we have not stopped to take breath, and so in our 1980-84 plan we have introduced a different concept — one of controlled expansion, of expanding well within our capabilities, with an expansion target of 30 per cent a year. This will give us time to draw a longer breath and, among other things, to analyse our service to our passengers. Although we are proud of the service we offer, we think there is a need to make it even better."

The reduced expansion talked about by the chief executive seems like big growth to most other world airlines, which are going through a period of recession. During last year and this, Saudia is taking in its fleet 11 new wide-bodied airliners — five more Lockheed TriStars and six Boeing 747s, all powered by Rolls-Royce RB211 engines.

In the slightly longer term, the airline is buying 11 Airbus Industrie European A300 airbuses. The first of these is due to be delivered in April 1984.

This order was of particular significance in several ways. Saudia ordered a new and more efficient version of the A300 — the A300-600 — and then broke away from its long association with Rolls-Royce, choosing American Pratt and Whitney JT9D-7RA41 engines, delivering 56,000lb take off thrust, to

power it. The airline thus set an example which several other airlines in the Middle East are expected to follow. This dashed the hopes of the British company of having its RB211-524D4 chosen for an Airbus, so breaking into a buoyant market which is completely dominated by the American engine companies Pratt and Whitney and General Electric.

Saudia TriStars were involved in two accidents during 1980. In the first, all 14 crew and 287 passengers were killed after fire broke out in the aircraft and it made an emergency landing at Riyadh. In the second, two passengers fell to their deaths through a hole blown in the cabin floor by a tyre explosion in the undercarriage bay while the aircraft was over the Gulf.

The airline exists to further the development of the kingdom, and it is impossible to apply the normal airline industry commercial standards to it. It was, for instance, instructed by the Government to reduce its domestic fares to a level at which, one executive joked, "it's cheaper than going on a donkey".

As a result of this policy Saudia loses money but is compensated by its Government. Domestic services account for 70 per cent of the airline's activity, while producing only 30 per cent of its revenue. Saudia uses mainly Boeing 737s on its internal services, while its TriStars and 747s range the international routes of the world, from London in the west to Bombay and Karachi in the east, and to Africa in the south. Saudia also operates the Royal Family's aircraft, including a Boeing 747SP (special performance).

For reservations, Saudia uses the British Airways BABS computer at West London terminal, 3,000 miles distant, via satellites over the Indian and Atlantic oceans. It is due to go over to its own computer next year and will add other functions to it, including payroll, finance, engineering stores and flight crew scheduling.

Flight crews on Saudia aircraft are of mixed nationality or all — Saudi, depending on how the roster works out. The airline has its own simulators installed at Jeddah, but sends its young pilots to the United States for initial training. Training standards are those of the United States Federal Aviation Administration, with

the airline's own standards imposed on top. The airline plans to build its own flight training academy this decade, with its own fleet of 12 light aircraft.

The academy would have its own resident inspectors from the FAA. It will permit the airline to dispense with its flight scholarships in the United States, increase its annual intake of new pilots from the present 100 recruited from high school to 150, and eliminate the homesickness suffered by the recruits, some of whom have never been out of their own country before.

Women cannot work in Saudi Arabia, so Saudia recruits its woman cabin staff from abroad. At the last count it had girls from 36 foreign countries wearing its uniform. It has its own cabin training school, at Jeddah, putting an average of 1,100 initial trainees through it each year, and a further 1,400 on refresher courses.

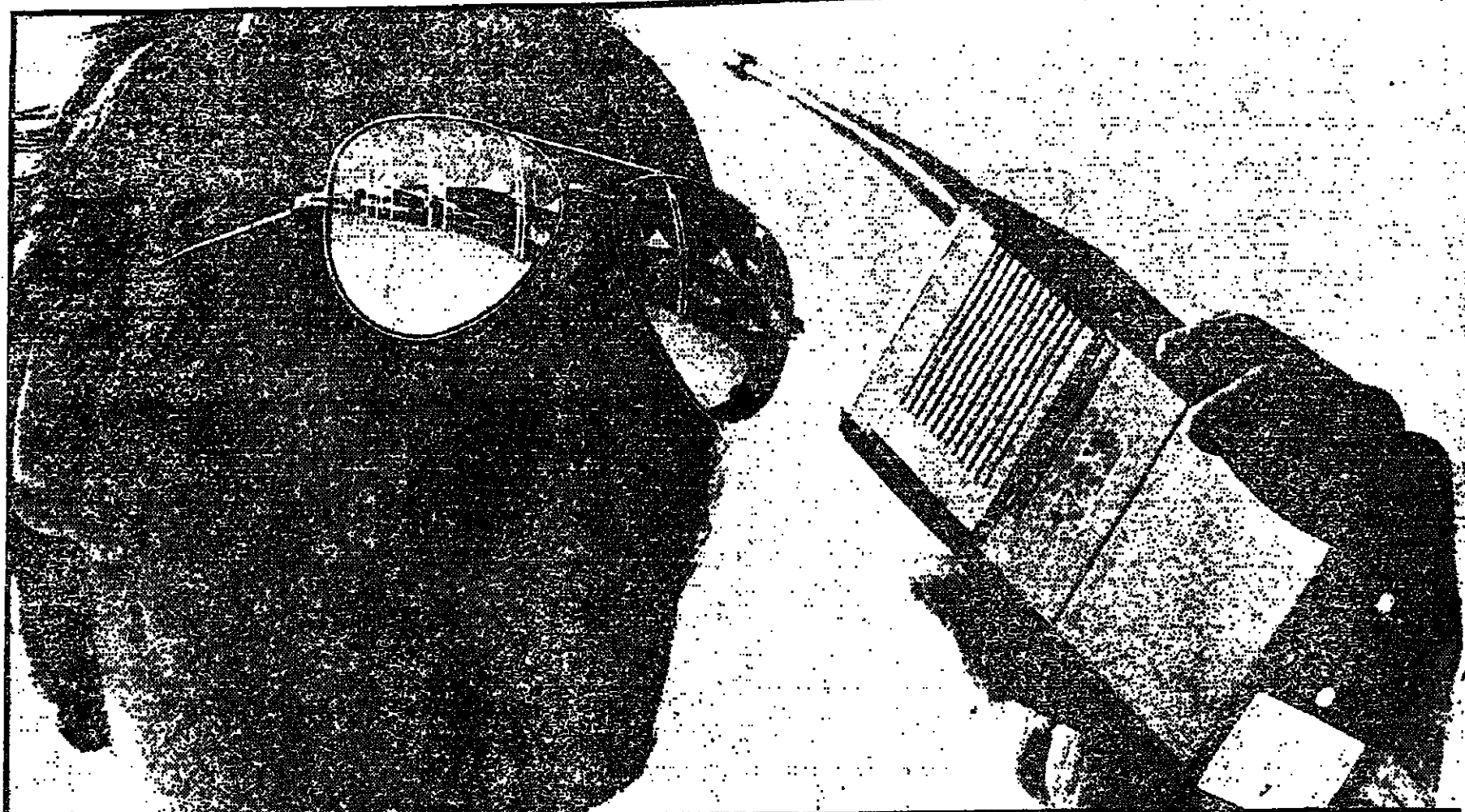
Maintenance of Saudia's airliner fleet is carried out by the airline at its base at Jeddah, although some engineering is done on some aircraft at other bases in the kingdom and abroad. The airline is now one of the most experienced in the world in servicing the Rolls-Royce RB211 engine, and keeping it operating smoothly in the kingdom's particular environment of heat and sand, the latter condition being so acute that it can erode the airfoil of jet engine fan blades to the sharpness of a knife.

Saudia has come a long way in a short time. The company was established in 1945 with three Douglas DC 3 Dakota aircraft, one of which was given to the King by President Roosevelt of the United States.

These were used to fly a somewhat irregular passenger and mail service between Riyadh and Jeddah and to Dhahran at, it was estimated, 1945 with three Douglas DC 3 Dakota aircraft, one of which was given to the King by President Roosevelt of the United States.

In 1952, Saudia bought 10 Convair 440 airliners. These brought all the kingdom's cities within comfortable range of each other, helping the airline to begin to play a significant role in the development of the country. They also opened up the Holy Cities of Islam to pilgrims on an unprecedented scale.

Arthur Reed



An airport guard reflects on the security of the Haj terminal.

## Transport policy

## Roads offer alternative travel

The opening of the new Jeddah airport comes as the preeminence of air transport for getting around Saudi Arabia is beginning to be challenged. Much road building has already been carried out, particularly within the main centres of commercial activity in Jeddah, Riyadh and the industrial triangle of Al Khobar, Dammam and Dhahran in the Eastern Province. Major new highways are to be built in the third plan, to create a first-class — and truly national — road network.

This will for the first time provide travellers in the kingdom with a real alternative to air transport. New railways are planned, though they will concentrate on limited sectors of the transport market, principally freight traffic.

The basis of the civil aviation system was established in Saudi Arabia before the first paved roads were laid. Heavy investment in first and second development plans created an efficient, comprehensive and, for the traveller, low-cost network encompassing the kingdom's 20 airports. The core is the strategic east-west corridor between Jeddah and Dhahran via Riyadh, which accounted for about 80 per cent of passenger traffic.

Airport use is to continue to rise steeply, according to government forecasts. The third plan (1980-85) estimates that arrivals and departures at Saudi airports will rise to 26,500,000 in 1985-86 compared with just over 13 millions in 1977-78.

Ambitious plans have been drafted to meet booming demand for air transport both into and within the kingdom. The heart of the programme is the three international airports being built in Jeddah, Riyadh and Dhahran under the supervision of the International Airports Programme Office.

Work at Riyadh has been proceeding at a remarkable pace since construction started there in 1978. The airport will start operating by 1985. Dhahran airport is still at the planning stage.

Elsewhere, airports at Abha and Jizan in the south-west, and Medina and Taif, which is south-east of Mecca, are to be upgraded in the third plan to accommodate demand for air services but also left Saudia with growing deficits. These amounted to an average of 100 rials (\$30) for each domestic ticket by early 1981.

To correct this trend, Saudia announced a 70 per cent increase in fares in March. This will help the airline to meet its planned target of achieving a financial balance in its domestic services. The cost of travelling first class between Jeddah and Riyadh is now 814 rials (\$243) compared with 420 rials before the increases.

The decision to allow increases of this size is the first step towards an integrated Saudi transport policy. It may have been influenced by the establishment since 1978 of an inter-

city bus network run by the state-owned Saudi Public Transport Company (Sapco). Bus fares are deliberately kept down. For example, the fare for the 150 km journey to Taif from Jeddah is \$3. This is likely to encourage Saudis to use the roads more.

However, air transport is expected to remain the most important way of getting around the kingdom for the immediate future. The kingdom's size and the inhospitable environment outside the widely dispersed settlements will continue to keep business travellers off the roads.

A rise in passenger traffic to towns outside the major commercial centres is forecast, as development intensifies in the regions. Medina and Abha are expected to be the airports most heavily used. Arrivals and departures at both are expected to rise to more than a million by 1983-84 compared with

500,000 at each in 1977-78. By 1983-84, the total for six main domestic airports — Abha, Jizan, Medina, Qassim, Tabuk and Taif — will rise to more than 4,600,000 compared with over two million in 1977-78.

To service this mark pursue plans for expansion worldwide, is buying several new passenger jets. A \$900m order for 11 Airbus Industrie A300 series wide-bodied aircraft was placed in February. Another nine Convair 440s are to be bought soon. Five Lockheed L-1011 TriStars to be added to the 13 already operating, a Boeing 747 to the 9 TriStars and 707s already in the fleet. These purchases, wholly-owned aircraft, Saudi's fleet to 74, the airline the fastest in the world.

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The Haj

# Gateway for upholders of the fifth pillar of Islam

The Haj is the pilgrimage to the Holy City of Mecca. Haj means "effort" — the effort of submerging one's self in the will of God. The journey to Mecca is one physical manifestation of this effort.

The Haj is the fifth pillar of Islam (the other four are the declaration of the unity of God and acceptance of the prophethood of Muhammad, the five daily prayers, fasting during the month of Ramadan, and zakat, the poor due). Every Muslim, if he or she has the means, is required to undertake the journey to the "Barren Valley" of Mecca at least once.

The experience defies description, but its attraction is so compelling that it is a dream of every Muslim, whatever his place in society, to visit Mecca and receive the grace of God.

The Haj is performed during the second week of the Islamic month of Dhu al-Hijjah, the twelfth month of

the Muslim calendar. As this is a lunar calendar it moves through the seasons, completing a cycle every 35 years. This year the Haj will occur during the second week of October.

The final destination of the pilgrims is the Ka'aba in the Masjid al-Haram, the sacred mosque. The Ka'aba is the focus of the Muslim community and a symbol of the unchanging values of Islam. Mecca is about 70 km east of Jiddah, is surrounded by a high, rugged mountain chain, and has a harsh climate.

It was a centre of pilgrimage for more than 2,000 years before the birth of Islam, and was the birthplace of Muhammad.

For most of the two million or so pilgrims who perform the Haj every year, the point of entry into the hijaz, the holy area, is Jiddah. Air travel has taken over from the traditionally most common mode of transport, the caravan. The

Egyptian caravan set out from Cairo, crossed the Sinai peninsula and then followed the coastal plain, a journey of about 40 days. Pilgrims from north and north-west Africa joined the caravan in Cairo. The second great caravan assembled in Damascus and moved south via Medina, reaching Mecca in about 30 days. The third caravan crossed the Arabian peninsula from Baghdad.

The modern pilgrim flies direct to Jiddah airport, where he waits for up to 24 hours for his passport to be processed and a pilgrim guide to be assigned to him. The arrangements at the new airport, it is claimed, will cut the time taken to complete entry formalities for each pilgrim to about four hours.

At Jiddah, the pilgrims abandon their worldly dress, and with it their material desires, and assume the state of ihram. Physically, the ihram consists of two unsewn sheets of cloth — a loin cloth and a shoulder cover with which the pilgrims

cover themselves. Spiritually, the ihram consists of many sacred prohibitions; there cannot be any acts of aggression (even the plucking of a flower is forbidden), personal adornments are forbidden and sexual desires and impulses must be sublimated. Once in ihram the pilgrims move towards Mecca.

Pilgrims are transported from Jiddah to Mecca in special pilgrim buses. The agency which has exclusive control of Haj transport is the Haj Vehicles Union. This is a government agency under the Ministry of Haj, and it aims to control the fair distribution of pilgrims among the Haj transport companies.

There are five privately-owned Haj transport companies, whose total fleet capacities cannot meet the rising numbers of pilgrims. The union distributes the pilgrims to the transport companies on the basis of a rotating priority systems and according to the capacity of

each company. The union also collects the fees for the trip and gives the money to the companies. It sets standards for the vehicles and the level of service desired from each company.

The intention of the Saudi Government in setting up the union was to prevent harmful competition between the transport companies and possible exploitation of the pilgrims. It has succeeded in these goals to some extent. However, since the transport companies are assured of their income they have no incentive to improve the service. Bitter complaints from the pilgrims — overloading, being left without a driver, maltreatment — are common. Moreover, as the present regulations of the union prevent the companies from transporting anyone except pilgrims, their fleet remains idle for the rest of the year. They are thus forced to demand exorbitant fees from the pilgrims.

On entering the city of Mecca, the pilgrims go straight to the sacred mosque. In the haram they walk seven times around the Ka'aba to show their readiness to obey the command of God. After performing the circumambulation of the Ka'aba, the pilgrims perform the sa'iy, the act of covering seven times the ground between the hills of Sufa and Marwah — a reenactment of the search for water by Hagar, the wife of the prophet Abraham. The rest of the time in Mecca is spent in absorbing the history and the spiritual fervour of the city.

The Haj proper begins on the eighth day of Dhu al-Hijjah when the pilgrims make their way to Muna, a small village five miles east of Mecca, to spend the night in prayer, meditation and preparation for the rite of wuquf (the standing), which occurs the next day.

The ninth day of Dhu al-Hijjah is the Day of Arafat. The pilgrims leave for Arafat and reach the plains before midday. It is there that the supreme hours of the Haj are spent.



Pilgrims in contemplative mood pass through Jiddah, the point of entry to the holy areas.

When the sun passes the meridian, the ritual of wuquf begins. The two million pilgrims stand together, all dressed in identical unsewn sheets of cloth, praying for forgiveness and guidance. The Brotherhood of Islam reaches its peak there, but the overriding experience is personal.

Immediately after sunset on the ninth day of Dhu al-Hijjah the nafrah — the mass exodus of pilgrims from the plains of Arafat towards Muzdalifah — begins. Muzdalifah is an open plain sheltered by growth of thorn bushes. The pilgrims spend a night under the open sky and turn back towards Muna the next morning.

Back in Muna the pilgrims spend three nights during which they perform two major rites: the stoning of Satan and the sacrifice of an animal. The stoning is a gesture which symbolizes the pilgrims' repudiation of evil. The sacrifice has several

meanings: it commemorates the willingness of Abraham to sacrifice his son; it symbolizes the preparedness of Muslims to give up what is dear to them; it marks the renunciation of idolatrous sacrifices; it reminds the pilgrims of those who are less fortunate; it offers thanksgiving to God. As Muslims everywhere offer identical sacrifices on the same day, the sacrifice is also part of a worldwide celebration which unites those on the Haj with Muslims everywhere.

Throughout their stay in Mecca, Muna and Arafat, the pilgrims are under the protection of pilgrim guides, the mutawwif. The pilgrims who serve as general aids and guides are also responsible for accommodation, local transport, and the feeding of the pilgrims. Because business is guaranteed, traditional standards of mutawwif care and hospitality have seriously declined. Moreover, many sincere mutawwif have not been able to adjust to the rapid rate of increase in the numbers of pilgrims. Thus, many mutawwif leave the pilgrims to fend for themselves. The Saudi Govern-

ment is reexamining the traditional mutawwif system and major changes are expected.

In Mecca the pilgrims stay in houses owned or rented by the mutawwif. Those who can afford it stay in the plush, over-priced Meccan hotels. A large population of pilgrims live on the streets of Mecca. In Muna the mutawwif accommodation consists largely of purpose-built houses and tents. There, too, many pilgrims end up with makeshift arrangements on the streets. In Arafat accommodation consists only of mutawwif tents.

In general mutawwif provide food for their pilgrims, but a huge amount of imported food is also available from the shops and street restaurants which spring up during the Haj season and crowd both sides of the Mecca-Muna road. A large fleet of mobile food stores moves with the pilgrims from Muna to Arafat, and then to Muzdalifah.

Transport between Mecca and Muna, and to Arafat, is by car, and by pilgrim and private buses. The main traffic problem in this circuit is the presence of large buses collecting pilgrims for

the journey to Arafat in the narrow streets of Mecca. Formerly, departure from Arafat was a big problem, but this has apparently been solved by the construction of several bridges.

One solution which has evidently been successful is the construction of two walkways between Arafat and Muna; these are fully used by the pilgrims.

The problems associated with the movement of two million pilgrims in a valley less than 2 km wide are formidable. Pilgrims come to Mecca prepared to face hardship. For generations they have put up with problems of accommodation, food, and travel, and the harsh climate of Mecca.

Now, however, they face a new hurdle in their spiritual quest — advanced technology and the alienation which it generates. This technology is alien to the harsh, natural environment of the Haj. The challenge of meeting the difficulties of the Haj in a manner which preserves the purity of the sacred places has yet to be met.

Ziauddin Sardar  
science editor,  
Arabia: Islamic World Review

## 15 hours to process one person

"There is no other occasion in the world's calendar of events when so many gather in one small place or so short a time," Mr Samer Maddah, manager of the Haj terminal at the new Jiddah airport, says. He has been given the task of supervising the arrival and departure of all pilgrims into Saudi Arabia through this terminal.

"It takes 15 hours to process a single hajji at the airport and that is why there are dormitories, because they fall asleep while waiting," Mr Maddah adds. He is heading a special committee to cut that wait to a maximum of four hours. A whole range of government departments has to scrutinize a Haj visa immigration,

internal security, registration, health and the Interior Ministry.

After that, the Department of Religious Affairs has to organize the hajji's transport to Mecca and Medina and put him in a group which is supervised by a registered Saudi mufti who will stay with the group throughout the Haj. Finally there is a department to make sure that everybody leaves the country, because a large number of poor hajjis try to stay on to find work in the lucrative labour market of Saudi Arabia.

For this reason the committee, which has the assistance of foreign experts and a computer, has named the terminal the Haj Facilities

Complex. The terminal will eventually be able to handle 80,000 people a day during the short, but intense, 10-week season. For the rest of the year it will be used for Umra flights (the smaller haj that can be done throughout the year), student and teacher flights and even exhibitions.

The committee will be having a trial run in the Haj season this autumn although this year the terminal will not be handling all the Haj traffic. Mr Maddah emphasizes that the biggest problem will be changing old methods of work because every relevant government department will be represented in the terminal and they will have to work in a

new coordinated manner: "No easy task when you are working under the pressure of having to get the hajjis to Mecca by a certain date or to Arafat by sunset," Mr Maddah said.

The Haj terminal has been labelled grandiose and unmanageable. Its symbolic importance to the Saudis and to many Muslims arriving for the most important trip of their lives, was put by Major Jalli, public relations officer at the airport: "Such an airport serves more than a function — it is a symbol and serves as a service and a backdrop to Islam's most holy place — Mecca".

Jamal Rasheed

### Architecture

## Inverted trumpet shapes of a bisected 'city'

What single, widespread and characteristic building type best symbolizes the scale and pace of change and development in the twentieth century, as the railway terminus did for the nineteenth? The obvious answer must be the airport, both for its role in the progress of communications and for its accessibility to increasing numbers of the population of developed and developing countries alike.

Now often the size of a town in area and working population — and generally more complex in the services and systems which it requires — the airport has become at once the gateway of modern international commerce and the focus of the mass service industry of tourism. Occasionally, too, it may acquire other roles; facilities may have to be shared with a military or defence installation.

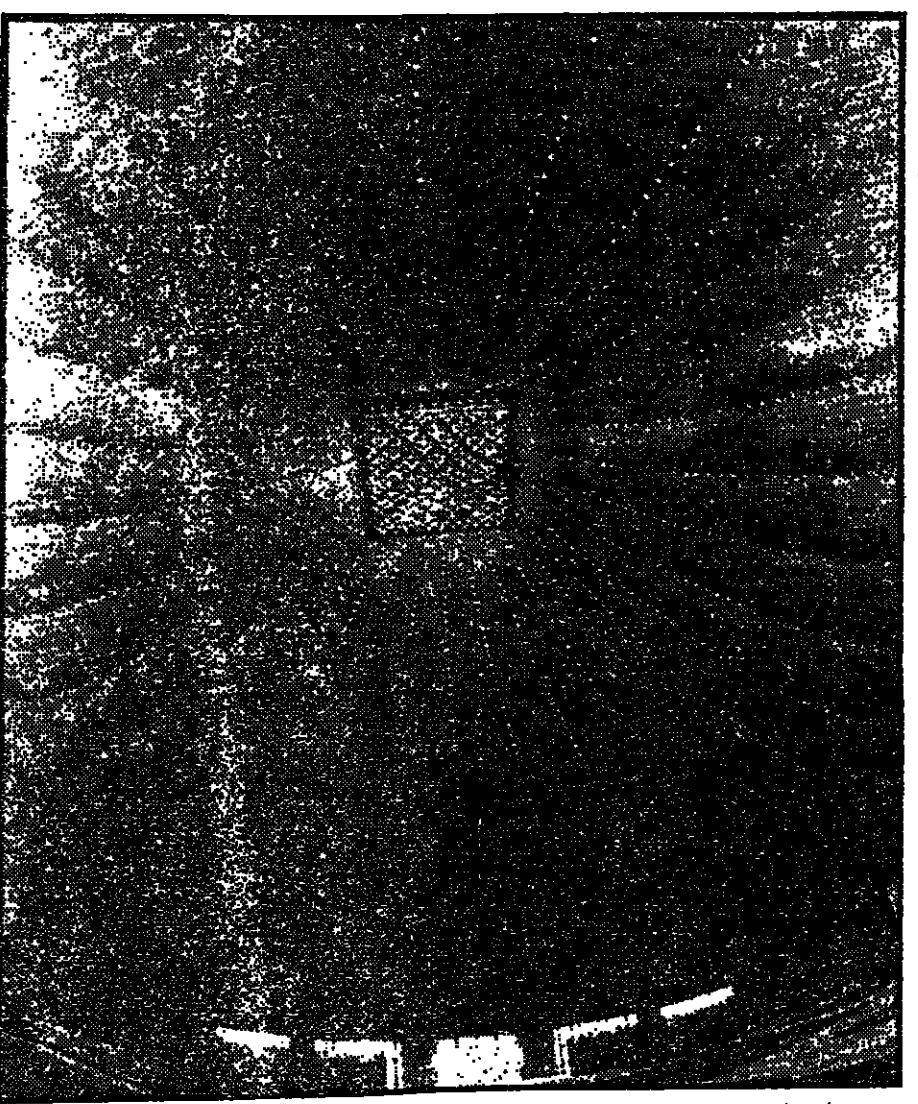
Even more exceptionally, an airport has to meet yet another need, as in the case of the new Jiddah international airport, which will replace the former, recently expanded complex. For, over and above its more generally understood functions, Jiddah is the main point of entry into the kingdom of Saudi Arabia for devout Muslims making the Haj (pilgrimage) to the Holy Places of Mecca and Medina.

As such, the new Jiddah airport will have a unique place in the not particularly well-documented architectural history of airports and airport terminal buildings. Despite a pedigree of more than half a century, these still receive little attention in the obvious reference sources, such as Nikolaus Pevsner's *History of Building Types*, or the most recent edition of *Architecture*.

Nikolaus Pevsner writes: "Of important aerodrome buildings there are more than can be referred to here. In whatever country, they all seem to be forever growing, frames or scaffolds never leave the premises. However, the architectural results, however, are indifferent." The completion of the new airport, however, should provide a long-needed chapter of architectural history and perhaps, in the process, will lead to a review of the numerous new airports in the Middle East.

The architectural parentage of the new airport, in its final form, is impressive. In 1975 the Saudi aviation authorities decided, in face of increasing passenger traffic, to go for a major expansion of the original mid-1960s plan — with added facilities for the Saudi Air Force as well as for the national flag carrier, Saudia. It was at this stage that the government brought in the internationally renowned American firm of architects, Skidmore Owings & Merrill (SOM), to draw up a complete new master plan for the replacement airport.

Founded in 1935, this firm originally rose to prominence with the aid of United States government contracts initially the wartime atomic research centre at Oak Ridge, Tennessee, and



The royal terminal: a palace in miniature.

later the US Air Force Academy at Colorado Springs. Best known for its classic modern office towers such as Lever House, New York, of 1952, the practice also laid the foundations of the planning knowledge needed for masterminding such a large-scale project as Jiddah airport within the Chicago Circle Campus for the University of Illinois.

Only since the mid-1960s has SOM really been working on a worldwide scale — its British collaborations include headquarters complexes for Boots, Heinz and W.D. & H.O. Wills — and it is relatively new to the Middle East. Its philosophy, however, is eminently exportable: the firm creates the organization within which "the people who produce the architecture" can function, as the founding partners put it.

Architectural interest in the new airport focuses on the three terminal pavilions and the Haj complex. The south is the major commercial terminal intended mainly for Saudia's own international and domestic flights. Appropriately for the national airline's prestige point, it is clad (externally and internally) and floored in specially

imported Italian marble. It incorporates a hotel and a mosque (one of four in the whole development).

Facing it is the north terminal, built for the movements of other, foreign airlines. This is less expensively finished than the south terminal, but both share the same overall external design concept, with their gently scalloped concave roof shells counterpointing a line of long, low arches along the main elevations.

Standing a little apart to the west of the central aircraft operations area on the Medina Road is the Royal Pavilion, with its own apron for the use of the Saudi Royal Family and visiting heads of state. Distinctive in its design (by the Michigan architect Minoru Yamasaki), it is clad in white Greek marble with a copper roof. A distinguished palace in miniature, it adds a fitting note of climax to the arrangements for the reception of passengers.

The real architectural landmark of the entire site of the new airport is SOM's own Haj terminal, standing on its own to the north of the main handling facilities but within easy reach of the short, frenetic period of a few weeks every year when the pilgrimage season is in full swing. Designed in two halves, one either side of a central spine road giving access to Mecca, it has not only to handle up

to 5,000 arrivals an hour, but to hold many of them while they decide their pilgrimage arrangements. What SOM has provided for them is appropriately enough, a bisected tent city which is modern in style and covers about 50 hectares.

The terminal is built up from 210 tapering, glass-fibre fabric-covered "tents", their inverted trumpet shapes echoing the soft roof curves of the normal terminals. They are supported by 45-metre high steel and concrete pylons and banded into modules flanking the access road on either side. For the comfort of pilgrims during their hours of waiting, the tent walls are left open to the winds for natural ventilation. The fabric is also designed to admit adequate daylight. Inside are restaurants, lounges and mosques, as well as customs and immigration facilities. Modern technology has succeeded in making the terminal a close approximation to the traditional tent of the Arabian traveller.

Even during its construction, the pilgrims' tent city has provided the main visual attraction of the whole airport development and should, together with the new airport, have more than a mere footnote in future works of architectural history.

a Special Correspondent

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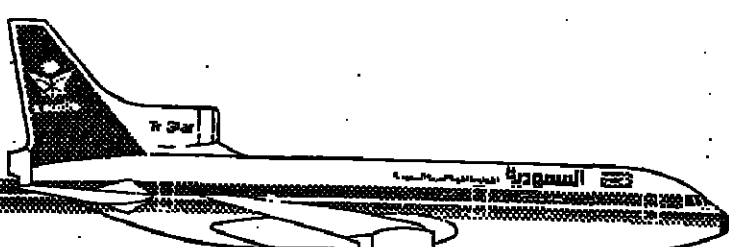
For quite apart from its 2,000 direct dial international lines and sophisticated baggage handling facilities, the interior provides a pleasant atmosphere in which to relax.

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In the past 10 years the population of Jiddah, the commercial capital of Saudi Arabia, has tripled. George Duncan, who has worked as an architect and planner in the city for the past 12 years, reports on its remarkable growth

## Roads surround the tomb of Eve

Looking at Jiddah today, a bustling, growing city of well over a million people, it is almost impossible to believe that until 1947 it was a walled settlement of about 30,000 inhabitants and had been so with changes in its fortunes, for as long as recorded time. Like all ancient cities which survive, it commands an essential location in the movement of people and goods. The formidable triple banks of the Red Sea coral reefs have a navigable deep-water gap there.

The Asir Escarpment, a towering 1,700-metre, near-vertical face, which stretches unbroken from Yemen, the Arabia Felix of the Romans, lies off about 100km inland. Jiddah itself, on the hot, humid coastal plain, lacked water, but between Jiddah and Mecca lies the Wadi Fajima, where underground aquifers allowed a plentiful supply of water and food, even though, until recent times, a laborious day or two's camel journey away from Jiddah.

The existence of Jiddah, and Mecca, at this crossing point of the north-south route (from Arabia Felix to Egypt and Mesopotamia) and east-west route (from the Red Sea into the interior) is thus ancient and pre-Islamic. It is said that Jiddah was built upon the tomb of Eve, a recorded drawing of the tomb appears in an account of Jiddah by Richard Burton published in 1853, when he computed it to 200 paces long.

The cemetery containing the tomb, now disappeared, is still there, just outside the old city to the north. A generation ago it was encompassed by the desert, now it is surrounded on every side by roads and buildings.

Mecca, the Holy City of Islam since the time of the Prophet Muhammad in the sixth century, was where Abraham left his slave wife, Hagar, and their son, Ismail, who, near death, were succoured by the miracle of a fountain of water gushing from the desert. To Muslims this spring is the water of Zam Zam, located within the Holy Mosque, with the Ka'aba at its centre.

The fifth pillar of Islam is the Haj or pilgrimage to Mecca, and with the spread of Islam throughout the world, Jiddah acquired a further role to that of a trading centre: the gateway to Mecca for sea and land pilgrims. The growth in the number of pilgrims now making the Haj is even more startling than that of the growth of the population of Jiddah. Twenty, even 15, years ago the pilgrims could be counted in tens of thousands. Now more than two million pilgrims perform the Haj each year.

Little wonder that the most striking feature of the new airport is the Haj terminal. Pilgrims arriving by air far exceed sea and land arrivals and this is now the principal means of travel for non-Saudi pilgrims through Jiddah en route to Mecca. The arrival of hundreds of pilgrims, all dressed identically in their ihram or simple white draped towels. They walk calmly in a great crocodile down the steps from their jumbo jet and

across the taxiway to their purpose-built accommodation.

The sub-region contains a third city, Taif, which stands atop the escarpment and is the summer capital. It was there that the third Islamic conference was held earlier this year. The Jiddah-Mecca-Taif corridor contains more than two million people and is the most populous and fastest growing area of the kingdom. With so much going for them, this group of cities is bound to grow and prosper.

### Five regions are identified

In 1968, after some pioneer regional planning research which identified five regions, the Saudi authorities asked the United Nations for help in setting up regional and city planning studies and in appointing consultants to do this work. The largest and most sensitive region was the Western Region, which contains the Holy Cities of Mecca and Medina, as well as Jiddah, Taif, Tabuk and Yanbu.

After a joint United Nations-Saudi review and short-listing of international planning consultants who could tackle planning work of this magnitude (the Western Region is half again as large as Britain), Robert Marchant, Johnson-Marshall and Partners (RMJM) was appointed, set up offices in Jiddah and started work in 1971. Jamieson, Mackay and Partners was appointed by RMJM as transport consultant.

The three-year programme started with comprehensive demographic, transport and land-use surveys. These surveys established, for the first time in the kingdom, the statistical information essential to predict — or attempt to predict — the likely patterns of growth and change over 1975-80 in the region's six major cities and its other towns and rural areas. This survey work was possible only because Fairley (now Clyde) Surveys had been commissioned by RMJM to update and expand the existing mapping.

Because of the special nature of the Holy Cities and also the wish of the Ministry (now the Ministry of Municipal and Rural Affairs) to have its consultants train young Saudi architects, planners, geographers, road engineers and technicians, the British team worked from the outset with Saudi counterparts. While it was not always easy to maintain the momentum of an important planning exercise within a very tight programme and at the same time help and direct a Saudi team, with considerable tact and patience, on both sides, the merger was successful.

Over the past 10 years, RMJM has trained and worked with more than 100 Saudi professionals and technicians. Fortunately, English is the second language of Saudi Arabia. The regional plan set the framework for both urban and rural distribution, emphasis and pace of growth. It is an unforgettable sight. They walk calmly in a great crocodile down the steps from their jumbo jet and

smaller towns was determined. It took 15 months of intense surveys and information collection to reach the stage of predicting the patterns of growth and change in the region over the 20-year plan period.

This was then presented to the High Committee — the supreme decision-making body of the client. Jiddah, the committee was informed, had a population of 371,000 in 1971. By 1991, the city would grow, based on permutations of a range of factors, to somewhere between 700,000 and 1,650,000 people. Silence and disbelief met this statement.

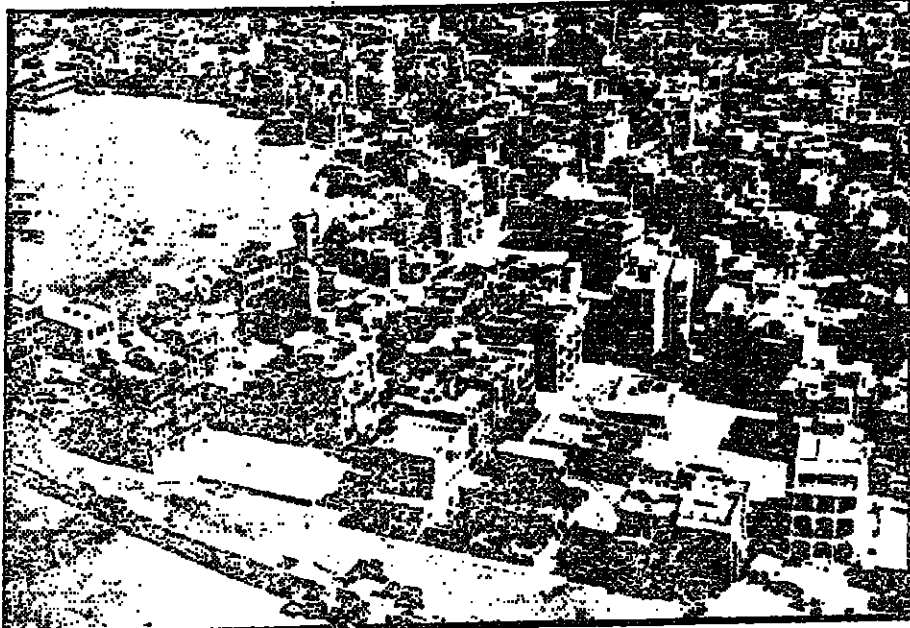
It then took some time for the consultants to explain and convince the committee that they were not being irresponsible, but that sticking a pin in a chart with a population figure for 1971 and with no earlier statistical information, made precise predictions impossible. In any case, the more precise the prediction the more likely it would be to be wrong.

So, instead of a traditional master plan concept, each city's plan was prepared as a flexible strategy able to respond to changes during its implementation. However, it was agreed that the roads and essential services — water, sewerage, electricity and telecommunications — should be designed to meet the maximum growth targets. This became the key to the next five years' development.

By 1973 each city had an approved plan with what was, at that time, ambitious prospects. The second national five-year development plan for 1975-80 was in preparation, and its implementation, backed by ever increasing oil revenues, led to a boom in the mid 1970s. Jiddah received the brunt of this dynamic and dramatic growth. The city's growth rate reached a peak at about 16 per cent a year and averaged 13 to 14 per cent over this period, a doubled rate in five to six years.

This gave Jiddah the distinction of being one of the fastest growing cities in the world. In this growth, the context of a programme of providing essential services (taken for granted in Western cities) and you have some idea of the magnitude of the task the city had to cope with. The amount of water required to meet this population increase was immense. Jiddah One, the desalination plant recently opened and a landmark in the desert by the sea at that time — was followed and dwarfed by Jiddah Two, Three and now Four.

In 1972 desalination provided five million gallons of water and 50 MW of power a day. When Jiddah Four opens, 75 million gallons of water and 850 MW of power will be available. It was a similar uphill fight to provide new roads and multi-level intersections (80 are completed or under construction) to cope with the traffic growth. The sewerage, electricity and telecommunications systems likewise underwent great and rapid expansion. So great were the pressures that the Municipality Coordination Committee, under the chair-



The old city of Jiddah before its fortified wall foreground left was pulled down in the late 1940s. Right: the city today.

manship of the mayor, Shaikh Mohammed Said Farsi, used to meet daily.

Today this frenetic rate of growth has abated. Three years ago RMJM's low population target for 1991 was passed and plans for a city of two million are now approaching reality. Consultants seldom see their plans realized because the funding and expropriation to achieve them proceed at a snail's pace. The opposite has been true here.

### Progress and preservation

Mainly because of the impetus and concern of the mayor, a major attempt has been and continues to be made to create an Arab city of the twentieth century. This no doubt sounds a contradiction in terms as, for example, the car and its attendant highways are far removed from the scale and environment of the historic Arab city. This is centred on the mosque, the suk, or market place, and merchant family homes designed to give privacy, shade and enclosure, all tightly clustered around narrow, often canopied, alleyways.

But the essence of this lifestyle — the home and family where relations and friends meet and entertain one another, the public separation, in schools for example, of the sexes, the lack of theatres or cinemas (this is why home video television is so popular) — is, and will remain, a reminder that this conservative and religious society wishes to preserve a way of life consistent with both history and progress. Expatriates must understand and respect this way of life if they wish to come to terms with living in Jiddah.

Applying this understanding to the built environment is no easy task. As well as preparing the master plan and many detailed studies, RMJM carried out two projects, the development of the sea-coast and the conser-

vation of the old city, in which these social and cultural values could be considered and applied.

### Corniche creates interest

Jiddah has been termed the Bride of the Red Sea. Development in the 1950s and 1960s had turned its back to the sea. With large areas of shallow water made stagnant and oppressive by the lack of tidal movement, reclamation was first mooted in the master plan and, with it, came the opportunity to create recreational areas and make the best use of open spaces. This concept was developed in the detailed plan prepared for more than 120km of coastline, including Sharm Obhur, the 7km deepwater, natural fissure 35km north of the city centre.

The backbone of the corniche design was a recreational road, landscaped and moulded into contours created to relieve the totally flat landscape. Where the shallow shelf between the land and the 30 metre deep reef allowed, the road curved into the sea. The central divide between the carriage ways was varied in width to give interest and allow landscaping, including sea-water pools and fountains. This route served a linked series of small picnic and parking areas, and occasionally, small centres comprising a marina, beach houses, cafes and restaurants and a mosque.

The northern arm of the corniche was to some extent affected by the existing seaside villas and compounds, but the open areas, and particularly the reclaimed areas, allowed large areas of public open space to be created. The southern sector was less developed and a more imaginative and creative plan could be achieved. It is envisaged that part of this southern sector will become a city by the sea, with marinas, hotels and holiday homes available to the people of Mecca as well as those of Jiddah, as the completion of the motorway between Mecca and Jiddah will vastly assist travel between the two cities.

This new route will also help to open up the southern part of Jiddah. The central sector of the corniche

achieved two vital city functions. Reclamation allowed the central business area to expand seawards instead of eastwards into the old remaining historic core, and new cross-city roads, car parking and open spaces could also be established. The central and northern sectors are nearing completion, and a start has been made on building towards the south.

The emphasis on small open spaces for picnicking and children's play, rather than on massive recreational features or development, was deliberate. It allows and encourages families to drive from their homes to a sheltered spot by the sea to sit, eat and relax, one of the elements of a stable society and consistent with the traditional pattern of Islamic family life.

### Old city and its conservation

The impact of this tremendous growth on the old historic city was inevitably severe.

However, large groups of old buildings still survived. Only a slight touch of imagination is necessary in these areas to visualize the scenes described by Burton and T. E. Lawrence — the latter gives a brief but vivid account of Jiddah in *The Seven Pillars of Wisdom*. As it happened, to a large extent these areas survived by the driving of a dual carriageway through the old city in 1955. This acted as a boundary line to separate the multi-storey new developments in the business district west of the new road, towards the sea, from the relative backwater to the east.

The municipality recognized, however, that a complete study was required for the old city area and RMJM started this in 1979. There were two main objectives. First, to ensure, as set out in the master plan, that the central area would remain the principal business, shopping and commercial centre of Jiddah and, second, to protect and conserve the social and physical fabric of the remaining historic areas.

The building by building survey (including a photographic record) showed that more than 1,000 traditional coral limestone structures, many with ornately carved wooden bay windows, lattice-work balconies, casements and roof-top terraces, still

survived. These were mainly two to four storey town houses interspersed with merchant palaces, mosques, caravanserais and a school, set along a system of narrow alleyways and small irregular open spaces. It still comes as a surprise to those who visit or live in Jiddah to find this immensely rich heritage.

Of the four courses of action suggested, the municipality boldly elected to develop the one which offered the greatest conservation gain. Now, 537 historic buildings, in five conservation areas covering a total of almost 60 hectares, have been designated for protection and enhancement.

A new municipality office, under the direction of Amr Darwish, the leader of the RMJM Saudi team during the study, has been established and strict regulations control all aspects of conservation and development within the entire old city area.

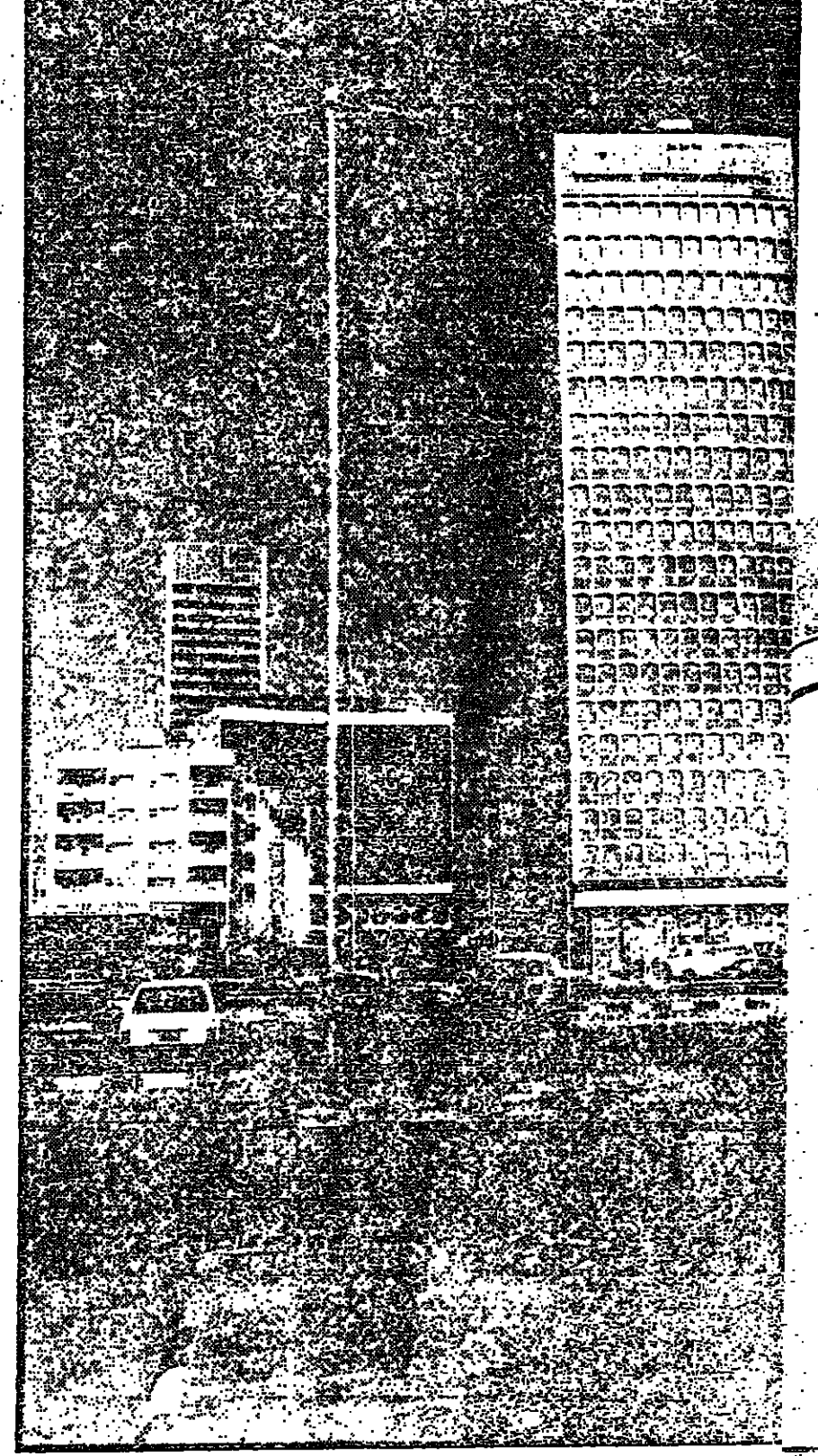
It is too early to tell if all of RMJM's ambitious plans will be implemented but the mayor and his staff are convinced that saving the old and creating the new are essential and complementary aspects of the same goal.

Jiddah — The Open Air Museum is the title of a calendar for 1981. The wealth of sculptures, fountains, gardens, and planting associated with new roads is transforming Jiddah from a city with only one tree — still standing at the entrance to the most famous of Jiddah's merchant family homes, the Nassif House — to a green and spacious city.

Henry Moore sculptures adorn the lagoon corniche

bridge in the city centre, vast and illuminated water flows into the lagoon in front of a guest palace, a magnificent round-about as the centre is entered from north, and, at intervals throughout the city, sculptures, terraces, gardens are rising step by step.

Cynical observers dismiss these as frills. They are not. Within context of so many mental pressures, it have been too easy to lose sight of quality grace in shaping the city. The mayor is an architect and city planner. This ground coupled with foresight, has taken through a tumultuous with strength and hope the future.



The old city of Jiddah before its fortified wall foreground left was pulled down in the late 1940s. Right: the city today.

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Haden International is proud and indeed privileged to have been entrusted by the prime contractor, Hochtief AG, of Essen, West Germany, with the principal electrical engineering services for the new phase of the King Abdul Aziz International Airport, Jeddah.

This is the latest of a number of major projects in Saudi Arabia with which Haden International has been associated over many years. Others include the King Fahd Specialist Hospital, Riyadh, the University of Petroleum and Minerals, Dhahran, RSAP defence projects at Jeddah and

Haden know about airports, And hospitals, and universities and military installations, and hotels, and shopping centers and services and...

From project inception to contract completion, Haden International provide a total service in the fields of design, planning, procurement, construction, operation and maintenance for all forms of building, industrial and process engineering.

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Saudi Cairo Bank wishes to join in congratulating

His Majesty King Khaled Bin Abdul Aziz

H.R.H. Crown Prince Fahd, First Deputy Prime Minister

H.R.H. Prince Abdullah, Second Deputy Prime Minister and Commander of National Guard

H.R.H. Prince Sultan, Minister of Defence and Aviation

And the people of the Kingdom of Saudi Arabia upon the Grand Inauguration of the King Abdul Aziz International Airport in Jeddah.

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2 Jobs executed or Work executed:

Outside Cable Plant, Phase I: 600 Km. of H.V. cables for airport distribution.

Load Centres 2-3-4: Mechanical installation of 22 chillers, associated piping, air-conditioning, fire protection systems and building automation systems.

Haj Terminal Complex: Electrical installation HV, LV, power, lighting and fire alarm.

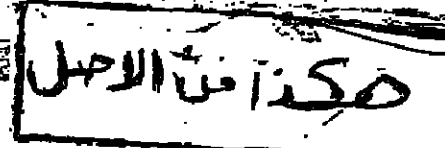
Outside Cable Plant, Phase II: In consortium with A.E.G. Telefunken for the supply and installation of 1000 Km. of HV cables.

3 Manpower employed: about 120 Italian expatriates and 200 workers from Zaïre.

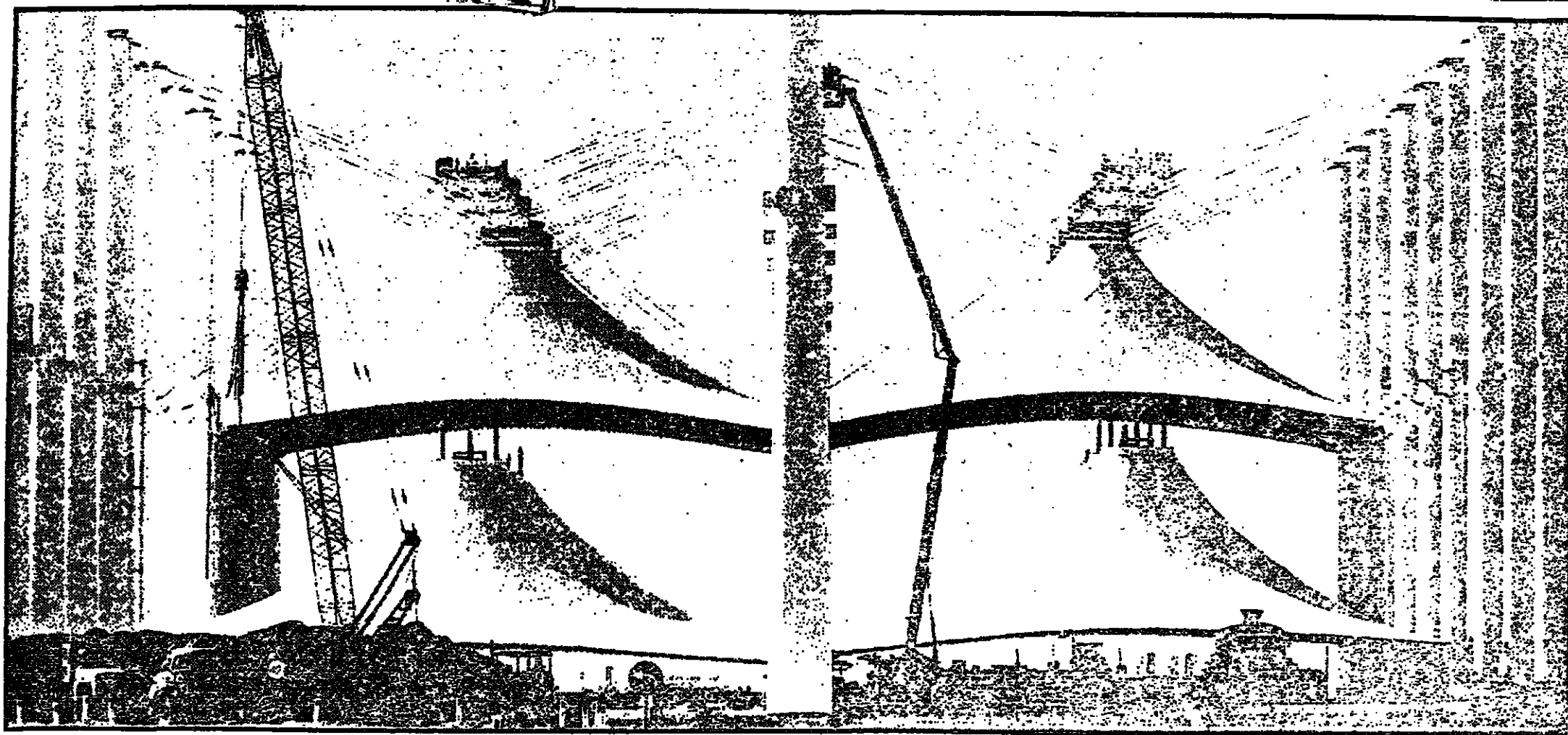
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Parabol roofs being hoisted on to the Haj terminal.

Construction

## Delays and overdesign contribute to huge cost

In spite of its many impressive features, the new Jeddah international airport is not without critics among contractors to Saudi Arabia. Its extraordinary cost causes the most persistent comment. Between the airport's conception in the early 1960s and its official opening later this month, at least \$5,000m will have been spent on construction work.

Further facilities are to be built at the site in the 1980s, including a Royal Saudi Air Force base, a Saudi maintenance building, a hospital, further desalination units and general aviation facilities. This could push the final bill for the airport as high as \$10,000m. As a senior executive with Parsons Daniel, the company managing the construction, commented in early 1980, it may not be the biggest construction project the

world has seen, but it is probably the most expensive. In addition to the lengthy delays in getting work going, at least two other factors contributed significantly to the project's huge final cost. The first was the tendency for foreign architects to overdesign the facilities to be built at the airport. The emergence of locally-owned consulting companies conscious of Saudi needs and of the constraints on construction in the kingdom's harsh environment will help to prevent a repetition of this difficulty.

The second was the lack of trained engineers in government departments with the skills to monitor and criticize how the project was being designed and put into effect. Contractors say that the number of technical staff in Saudi government departments has grown dramati-

cally in recent years. This has increased the kingdom's ability to get value for money in other public sector construction projects. Jeddah airport's costly lessons have been absorbed, ensuring that spending on other big projects has been kept within reasonable bounds. Tarek Shawaf of Saudiconsult, one of the first Saudi-owned consultancies working in the kingdom, says. As a result, there will be a "fantastic disparity" between the cost of building Jeddah airport, and the new international airports in Riyadh and Dhahran, to be completed in the 1980s. "We have learnt the lesson", he adds.

The Jeddah airport was planned in what has become the standard Saudi way of handling huge turnkey projects. A consultant was appointed to act as manager for construction work, in this case the joint venture Company Parsons Daniel. This is owned by Saudi investors and two American companies. Daniel International Corporation and Ralph M. Parsons. The latter is also a partner in Saudi Arabian Parsons, which manages the massive Yanbu industrial city project on the Red Sea.

As contractors hurried to meet deadlines in late 1980 and early 1981, more than 11,000 men were working on site. More than 70 contractors from 35 countries were involved in a variety of capacities. A 200 cubic metre-a-day prestressed concrete manufacturing plant worked flat out to meet contractor's demands for building materials.

The airport's main features are its three terminals. The Haj terminal, being built by the West Germany firm of

Hochtief to designs by Skidmore, Owings & Merrill, was an international talking point well before its parabol roofs were hoisted into place. The south terminal, designed by Edward Durrell Stone of the United States, was the first to be finished. Also built by Hochtief, it has high convex roof sections, built mainly from cast-in-place concrete. The terminal forms one side of a courtyard, which is also surrounded by a mosque, airport offices and an hotel. It will be used exclusively by Saudi passengers.

The smallest terminal is sited in the north of the airport close to the Haj building. Built by Hochtief and designed by Edward Durrell Stone, it is to be used by passengers travelling with other airlines.

Lying midway between the northern and southern terminals is the \$100m Royal Pavilion building. It was designed by Minoru Yamasaki of the United States, architect for New York's World Trade Centre. Features include a solid copper roof and an approach road lined with palms, specially flown in for the project.

A range of international contractors were responsible for other important elements of the airport. A French consortium, Sodetec Engineering, built the hangar to accommodate the Royal Family's Boeing 747. Japan's Sumitomo is building the giant desalination plant and Petrol International of Greece installed the underground fuel pipes.

As more of the airport is completed, new problems will emerge. The first is the enormous amount of foreign manpower, both skilled and unskilled, that will be needed to operate and maintain the buildings and services in the airport.

## Staffing worry

Having one of the world's most advanced, computerized airports on their soil is going to cause acute manpower problems for the Saudis. Because of the small indigenous population and the lack of necessary skills, the country's development schemes are already heavily dependent on foreigners. The new airport will increase this dependence.

When in full operation the airport will need about 11,000 staff. This figure may rise to 15,000 by 1985. The Haj terminal will use additional staff for the 10-week Haj period. Saudization is a keynote of the new five-year plan, especially in such spheres as oil, Saudi (the national airline), and the new airport. However, the Saudis are going to be unable to fulfil such staff requirements themselves.

Last year the Saudi Civil Aviation Presidency prepared an extensive study on the manpower difficulties of the new airport and submitted it to the Government. The result has been that about 150 Saudis are studying some branch of airport management abroad, largely in the United States and West Germany, sponsored by the American managing contractor, Parsons Daniel, and the airport construction company, Hochtief of West Germany.

Hochtief, which has built the entire complex with the aid of about 50 sub-contractors, has already won the maintenance contract for the airport during the next five years. About 2,600 Europeans are living in the Hochtief village on the site, a figure which is expected to be maintained until 1985. Parsons Daniel has a large staff but its number will be reduced as the various phases of the airport are completed.

Cleaning contracts have been won by South Korean firms, which will be housing their staff at a labour camp on the site. The rest of the airport staff hired by the Saudis are expected to be Indians, Pakistanis and Bangladeshis. There are more than 3,000 workers from the sub-continent on the site.

The airport authorities are keen to have Saudis occupying all the top management posts by 1985 but this will prove difficult given the complexities of the airport. The shortage of Saudis and the high drop-out rate of those who are going abroad for training.

Foreign manpower is expected to remain crucial to the airport's running for some time, with Americans, West Germans, Italians and Britons working in the managerial and technical

## Shrubs and flowers transform desert

The site of the new airport consists of 40 square miles of stony desert which may be whipped up by high winds into ferocious sandstorms, a hazard to any air traffic. To counteract this, and to make the airport look less bleak, the Saudis have given huge contracts to landscape companies to turn the area into a permanent green belt.

Under a landscape and soil stabilization programme, 72,000 trees will be planted around the airport perimeter. An underground supply of recycled and cooled waste water from the airport buildings will nurture them, each small group of trees having its individual supply. A 100-hectare nursery has been set up on the airport grounds. It will produce 15,000 trees a year, making it one of the largest nurseries in the Middle East.

Two and a half million flowers and shrubs have already been planted, and more will be introduced over the next few years. A green, rapidly spreading plant that requires only two waterings a year has been chosen for cultivation in both the outer areas and alongside the runways, to prevent soil erosion. Eventually the airport will be the most concentrated belt of greenery around Jeddah, and it is expected to affect the climate of the city.

The airport has benefited from research carried out in the United States to produce desert shrubbery that can withstand harsh wind, blown sand, and lack of water. Some plants are being tested at the airport nursery for use elsewhere in Saudi Arabia, especially for the airports planned for Riyadh and the Eastern Province.

The gardens around the terminal buildings have been designed by Islamic landscape artists from many parts of the world. They embody the traditional designs seen in the miniature paintings of India and Iran, the gardens of Baghdad and Damascus during the period of the famed Arabian Nights, and the Moorish gardens of North Africa. A stream, fountain or waterfall is usually the centrepiece.

Jamal Rasheed

# The Government of the Kingdom of Saudi Arabia, Ministry of Defence & Aviation and Inspectorate General announce the Inauguration of The New King Abdul Aziz International Airport Jeddah, Saudi Arabia

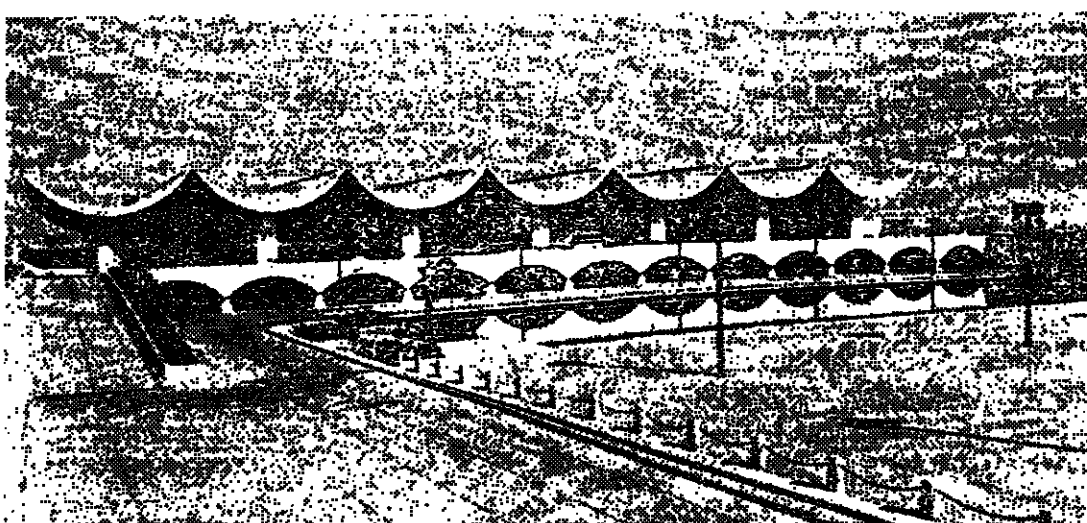
The International Airports Projects of the Kingdom of Saudi Arabia was formed in 1976 as an arm of the Ministry of Defence and Aviation under the leadership of His Royal Highness, Prince Sultan.

The mission of the IAP is to plan and build airport facilities vital to the continued social progress and economic growth of the Kingdom. It is headed by Brigadier General Said Yousef Amin, who serves as Director.



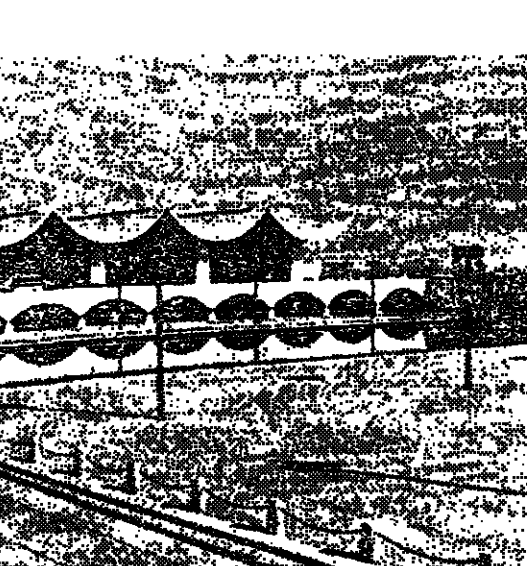
Currently, IAP is opening one new International Airport and building another. The new King Abdul Aziz International is located at Jeddah. King Khalid International is being built near Riyadh, Capital City of Saudi Arabia. At the same time, planning is underway for a third new airport in the Eastern Province.

The airport projects are part of the Kingdom's development program being led by His Majesty, King Khalid, His Royal Highness, Crown Prince Fahad, and His Royal Highness, Prince Abdullah, Second Deputy Prime Minister and Commander of the National Guard.



The three new airports are destined to play a major role in the overall transportation program of the Kingdom and will help the Kingdom fulfill the goals established by the King and the Council of Ministers in the Five Year Development Programs.

Work on KAIA began in 1974 during the reign of the late King Faisal. That same year, initial planning began on the second of the three airports being constructed by IAP—King Khalid International.



Work on KKIA is now over 30 percent complete and the airport is tentatively scheduled to open in 1983.

It will also serve as a gateway to the big shipping terminal at Ras Tanura, the world's largest oil port.

EPIA is still in the planning stages and no date has been set for the start of construction.

Both KAIA and KKIA have master plans which provide not only for current needs but also set aside space for future needs. The design and location of the airports are such that the impact of noise, air pollution and congestion will be reduced to a minimum.

IAP is "tracking" current needs and projecting future needs by computer in order to assure that additional airport facilities are available as the Kingdom's needs continue to grow.

All three airports will stimulate growth in the private sector of the economy. They will generate thousands of new jobs related to the air transportation industry.

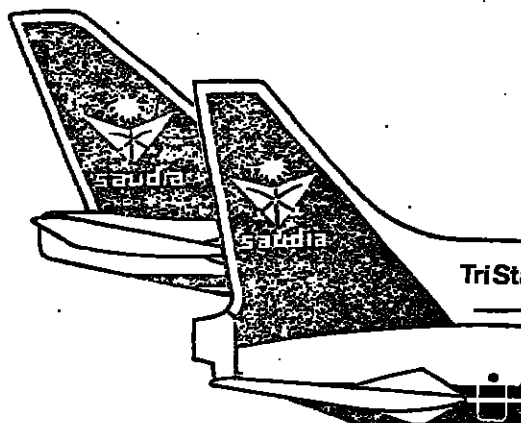
Not only jobs with airlines but in other fields as well, including air cargo handling, food service, air traffic control, ground transportation, hotel operations and merchandising.

In addition to being centers of economic activity and operating air terminals, the airports will be places of beauty. Their designs are true to Islamic architectural traditions and they compliment the natural beauty of the desert that surrounds them.

It is the goal of the IAP to provide a balanced, systems approach to meeting the Kingdom's air transportation needs.

IAP is a service organization whose personnel are dedicated to providing well-designed and well-operated facilities. As General Amin points out: "We must care not only about the function of the buildings but also about the beauty of the buildings and their relationship to the Saudi environment."

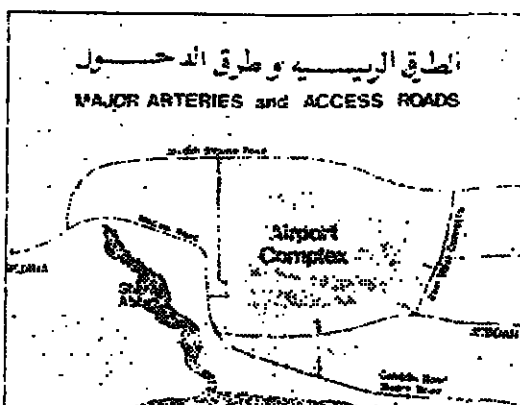
By playing a role in raising the standard of the facilities provided to the citizens of the Kingdom and their guests, IAP also plays a role in raising the standard of living in the Kingdom.



For color brochures describing the new King Abdul Aziz International Airport please write: PUBLIC RELATIONS, INTERNATIONAL AIRPORT PROJECTS, P.O. BOX 6526, JEDDAH, KINGDOM OF SAUDI ARABIA.

Gentlemen:  
Please send color brochures describing the new airport to:

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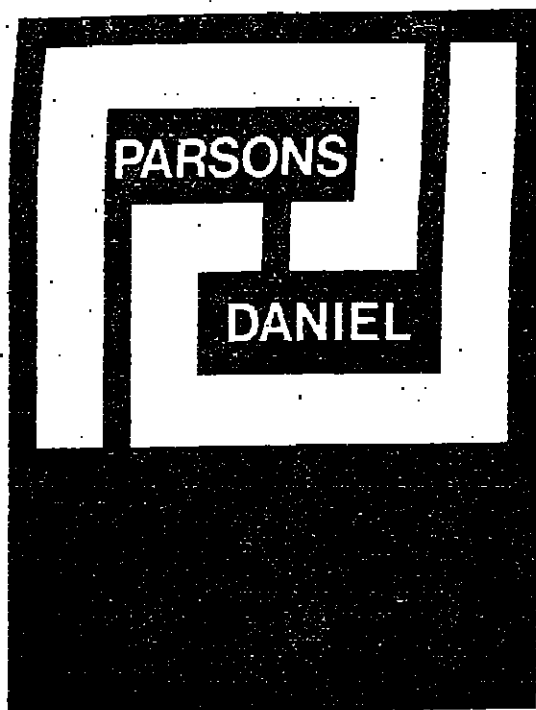
The religious environment of the Kingdom will be evident at each airport. Mosques in each terminal building will offer peace and tranquility for Muslim faithful who turn each day toward Mecca to pray.

Both KAIA and KKIA are being built to operate in the most efficient manner possible, utilizing the latest in airport technology.



The third airport scheduled for construction by the IAP will be located near the Arabian Gulf on a site near the cities of Dhahran and Dammam. The New Eastern Province Airport will serve the big new industrial complex, port and naval base at Jubail.

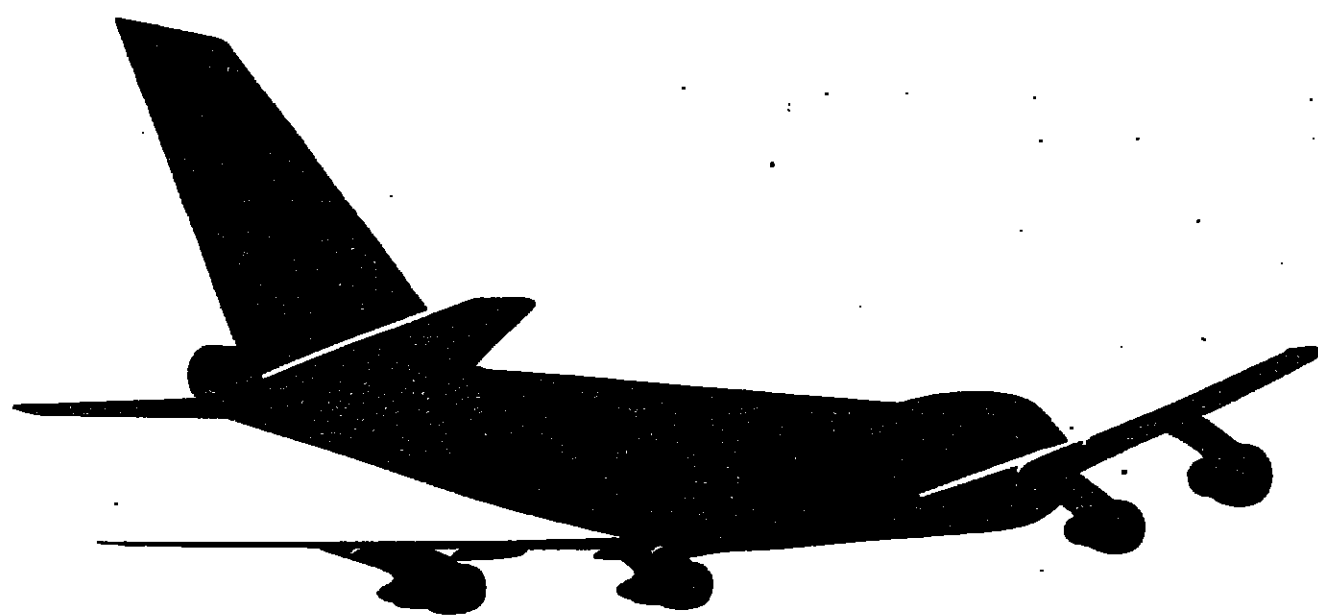




# Saudi Arabian Parsons Ltd. and Daniel International (Saudi Arabia) Ltd. A Joint Venture

CONSTRUCTION MANAGERS

## King Abdulaziz International Airport Jeddah, Saudi Arabia.



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PARLIAMENT, April 9, 1981

## Government prefers to work in shadow: impact of decisions will thus be seen more clearly

Commons. The taxpayer's purse (the salary) is simply not bottomless. Many public service employees themselves recognise that such large increases and taking into account their own security, that moderate increases by their part can reasonably be expected by the community as a whole.

The Government was considering the distinction between capital and current expenditure should be given greater prominence and play a greater role in the presentation of plans. There was a good case for this.

Expenditure on current programmes could be more important than capital expenditure in the provision of services. The public expenditure was falling rapidly and there was a need for a major programme of school building, much of the greater importance was the provision of school text books and related equipment which counted as current expenditure.

The main argument currently put forward in favour of increased public expenditure related to the consequences of the character of the public sector. The Treasury select committee's thesis seemed to be that public sector investment, particularly by these industries, should be encouraged, but in the short run it would add to the economy's production.

The committee was not alone in failing to make clear whether such investment should be added to the totals of public sector spending and borrowing or whether it should be accommodated within the total public sector spending. But this distinction was crucial. This was where hard choices and decisions had to be made.

Whatever the medium-term benefits, in the short-term every pound of additional public expenditure had much the same effect as a pound of public expenditure on current goods and services. If the public sector investment was allowed to add to the borrowing requirement, it would tend to raise interest rates and discourage other items of expenditure, including private sector investment.

There was no magic by which changing the character of financing would enable additional public investment and borrowing to be financed without additional pressure on interest rates or money supply.

The only effective way in which these financial pressures could be reduced was by reducing public investment. The Government rightly substantial reductions in the medium term.

A third of all current public expenditure was on the salaries of people employed in the public sector. The less, between 1978-79 and 1980-81, the public service pay by about 50 per cent or more. The 6 per cent provision for increases in the cash limits should be seen this background.

Mr. Robert Carr (Stoke-on-Trent, Cheshire) said that the article in the *Times* yesterday (Thursday) on the subject by Alec Dickson, said that at the moment something like £1,000m was being spent on the creation of non-jobs in youth employment schemes and the like. The time had come to see whether this could be put in a better and more effective light.

Mr. William Hamilton (Central Fife, Lab) said that the Chancellor's speech was a masterpiece of the art of the possible. The Government was taking a further step to strengthen the cash limits system. From now on increases in cash limits would be made by decisions to vary the volume or to make an adjustment for special reasons for pay and prices would be charged to the Contingency Reserve. So there would be a tighter constraint on changes in cash limits during the year.

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## Financial Secretary defends level of Government spending

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## Private gain put before safety of the Realm

The Prime Minister praised civil servants who took on extra duties in the current pay dispute so the security and intelligence services continued to be in a position to take the safety of the realm.

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## Industry preparing to respond to upturn

The CBI backed the broad strategy of the Government and would be in a position to respond when the upturn in the economy came. Mrs Margaret Thatcher, the Prime Minister, said during questions.

She was answering Mr Norman Atkinson (Haringey, Tottenham, Lab) who asked that when she met the CBI and they asked her about the 1974 bank holidays taking place each week she would resist telling them that all would be well and the economy would be in a position to respond.

The CBI (he said) are saying that the state of industry is such that when she makes the call for an upturn, industry will not be in a position to respond.

Mrs Thatcher (Barnet, Finchley, C) said: The CBI back the broad strategy of the Government and will most certainly be in a position to respond. They are getting themselves in a position to respond by reducing overmanning and making themselves competitive.

Mr John Bruce-Gardyne (Knutsford, C) said: This body's advice in the current pay dispute has been totally certain value. It was the CBI which devised the scheme in 1971 which wrecked the finances of the nationalised industries for five years thereafter. In the light of that, I am not sure that I welcome the CBI's advice. Of course, the CBI's advice has not always been wholly dispassionate. We tried to take the advice recently and gave top priority to the reduction of interest rates and I believe that they fully support the Government's policy.

Mr Robert Cray (Kensington, Lab) said: Next Saturday there will be a massive TUC demonstration in Bradford against the Government's policies which are creating mass unemployment. Would the Prime Minister explain why the textile industry has modernised and shed thousands of jobs while the Government's policy is to create jobs in the textile industry? We should have a better textile industry in more people bought the products of British textile manufacturers. Many of our people choose to buy foreign goods in preference to British goods.

The Minister of Agriculture (Mr Walker) had done well in the circumstances. What had been agreed in Brussels was to Britain's advantage. The debate concluded.

House adjourned 9.01 pm.

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## Releasing funds to keep people idle

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## Seeking size of cattle population

The milk and beef market in the European Community could only be saved, Mr. James Provan (North-East Scotland, ED) said in a debate on the subject, by a complete livestock figures were available. Mr. Provan said that the Commission had made proposals to the Council on a package which would enable the Community to have more technical talks before a further meeting of the Council later in the year.

Before that convenes (he continued) he hoped that the Commission would be able to provide a policy covering all aspects of livestock production. He said that the Commission had made proposals to the Council on a package which would enable the Community to have more technical talks before a further meeting of the Council later in the year.

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## Science report

Space: Encounter with Saturn. By Clive Cookson of the *Times* Higher Education Supplement. Space scientists remain puzzled by many of the mysterious features which Voyager observed as it passed Saturn. Although they have had five months to digest the immense volume of data that the spacecraft has sent back to Earth, NASA investigators have not yet come up with a convincing explanation for phenomena such as the "spokes" that reach out across Saturn's rings, or the little ringlets "braided" together in apparent defiance of the laws of physics.

Releasing the first set of scientific reports on the encounter with Saturn, Dr. Bradford Smith, of the University of Arizona, who leads the Voyager team, contrasted the present uncertainties about the Saturnian world with the relative confidence he and his colleagues felt after Voyager 1 passed by Jupiter in 1979. The Jovian system appeared to be far more complex than astronomers had expected. The classical A, B and C rings, which look like broad bands of dust, were actually composed of small ringlets—some elliptical, some circular, some braided.

Highly complicated gravitational interactions may account for the distribution of ringlets. The Voyager team also discovered small moons, orbiting Saturn in the same plane as the rings, keep the ring particles in place through "resonance" effects. A few of these moons were observed by Voyager 1, but many more remain to be discovered.

The celebrated spokes radiate outward across the 25,000-100,000 metre B ring and last for a few hours before fading away. As Voyager approached Saturn, the spokes appeared to be rotating. The spokes are charged and are held in place by the ring plane by electrostatic forces. Voyagers' radio did

detect electrostatic discharges from the rings, but no one really knows how the electricity is generated. The narrow F ring consists of three separate ringlets, two of which have quite sharp links and seem to be interacting. This braided structure has not been explained, though it may be related to electrostatic charging of the tiny particles which make up the ring. Two small "shepherd" moons also influence the shape of the F ring, keeping it in place and preventing particles moving beyond the outer edge.

Voyager 1 discovered three previously unknown moons, bringing the total number of confirmed satellites of Saturn to 15. Except for Titan, the largest, all are composed mainly of ice. All the icy satellites with the possible exception of Enceladus, are heavily cratered, though the distribution of craters is far from uniform. The biggest crater, 130 kilometres wide, is on Mimas, where it covers almost a third of the diameter of the entire moon. With its central peak, the Mimas crater looks amazingly like a human breast.

Enceladus, in contrast, has a bright surface, with no resolved features large enough to be resolved by Voyager's cameras. The NASA scientists believe that Enceladus is in hydrothermal equilibrium with its orbital period is half that of another moon, Dione. Enceladus's surface may be repeatedly renewed by gravitational forces from Dione; similar tidal heating has been observed on two of Jupiter's moons.

Titan had been thought from earth-based observations to be the largest satellite in the solar system. It is 5,140 kilometres in diameter, 5,140 kilometres, to be slightly less than Earth. However, far more significant than Titan's size is its atmosphere, the only substantial atmosphere possessed by a moon in the solar system.

Voyager 1 determined that the atmospheric pressure at Titan's surface is about 1.5 bars—60 per cent greater than Earth's. Nitrogen is the main constituent of the atmosphere. But there is also about 1 per cent of methane in the

upper atmosphere, and the proportion of methane could be as much as 10 per cent nearer the surface.

The Titan's surface temperature is 93°C above absolute zero. That is very close to the triple point of methane, which is the point at which it can exist as a solid, liquid or gas. Methane may therefore play the same role on Titan as water on Earth.

The surface of Titan was not actually seen by Voyager 1. It was obscured by several thick layers of haze. The haze is made up of a dark brown or blackish material, possibly a hydrocarbon, which has been blown off by the solar wind and accumulated in the upper atmosphere.

And what about Saturn itself? To astronomers, it is a faded, distant world. But the Mars orbiter, Pioneer 10, has shown that Saturn is a very different world. It has a very different atmosphere, a very different surface, and a very different interior. It is a world that is still a mystery.

The whole of the April 10 issue of *Science* is devoted to reports on Saturn by NASA investigators.

## Fisheries agreement with Canada essential

allocations within Community waters. Quotas in Canadian waters could be secured by the Community, but it would be unable to harvest all its total allowable catches.

The committee pointed out that the tariff on Canadian herring was 7.500 tonnes of wet fish. The tonnage of herring in round fish equivalents should be reduced to 7.500 tonnes of wet fish. The Community should be able to supply the herring without any restriction until the severe restrictions for conservation reasons on herring fishing in Community waters were lifted.

Under the proposed new fisheries management system, all imports would be prevented from entering the Community at below guide price. A countervailing duty could be imposed in the case of market disturbances.

Mr. von der Vring said that MEPs could imagine how his district felt. He said that the Community should be able to supply the herring without any restriction until the severe restrictions for conservation reasons on herring fishing in Community waters were lifted.

There is (he said) not a modicum of readiness to go beyond national interests. The fisheries policy had failed to achieve anything between December 1980, and the month when the fisheries policy was implemented. Nationalist feelings were being increased.

How (he asked) can we expect the Germans to accept a trivial matter as a matter of principle? The agreement is torpedoed by egoism. The failure of the fisheries council shows that on issues where the existence of the line Council citizens is on the line the Council goes its separate ways.

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## THE HIGH ROAD TO RECOVERY

Is rising? One possible reason for the boom in the stock market which has often been a rise in economic activity. But there is a more important reason for hope and a new attitude to investment capital projects in the country.

House of Commons select committee has at the decline in capital relative to current output should be halted. The Government has promised that it would look at the way Government borrowing for investment is opposed to consumption, and the nationalized industries are setting up a working party to see how they can invest without the total level of public and within public and the City considering it is being given to partnerships between public and private sector to such projects as telecommunications and the electricity of the railways.

Government ought to all of these developments as a matter of urgency, as invested too little for the collapse of our investment in recent years dramatically charted by the Treasury Committee after year, Government taken the easy way of scrapped capital instead of trimming. Over the past the proportion of total lending accounted for investment has fallen from 12.4 per cent to 12.4 per cent. e of investment, after for inflation, has fallen third.

has happened partly is simply easier for to cancel a hospital age the way it admini- health service. But there than simple biases in an easy life for mini- system of control over t, particularly of the ed industries, is wholly late for a modern nation. Each of the orations, whether loss- profitable, is treated ere exactly the same. rial financing limits e Treasury sets hold rowing to finance investment just as they restrict raising cover losses caused by cy.

is no reason to adopt approach. Some indus-

tries, such as telecommunications, are clearly profitable and need to raise capital to expand. No one suggests that the United States economy would benefit from holding down borrowing by American Telephone and Telegraph to a level where it would be incapable of providing a proper service. Yet we persist in hamstringing our own telecommunications industry to the point where the City of London looks less attractive as a centre for new world financial commodity markets. Britain's railways need to be electrified and modernized to play an effective role as bulk carriers of people and freight. But again borrowing restrictions have applied, reducing the efficiency of a vital part of a modern transport system. Instead of judgments between projects, we have had blanket restrictions, a substitute for thought and a guarantee of equality of misery and inefficiency.

Some critics of increasing public investment argue there are no criteria by which it can be judged. It is not true for nationalized industries. They are required to achieve a 5 per cent rate of return on their investment which is much less than the normal rate in the private sector. Indexed securities with a real rate of return of 2 per cent are highly prized by private investors. Why should the nation be denied the chance of enjoying the fruits of much more profitable projects? The railways, as a nationalized industry, have suffered particularly by contrast with the roads, which are not governed by the same rules. It is three years since the Leitch committee pointed out that there is no basis for comparability between investment in railways, roads, waterways and ports.

It is clearly true that there are bad capital projects as well as good ones. Nobody would pretend that all investment is good and all current spending bad. There has to be sensible assessment (of the kind jointly produced by British Rail and the Department). Nobody is asking for a blank cheque; and nobody would pretend that at a stroke more investment will rid us of our familiar deep-seated problems of wage inflation and productivity. But if we wait until these are solved we will, in a due number of years, be contemplating a Britain reduced to a heap of industrial rubble. And there is no need for it. Labour restrictions may be infuriating and must be fought but they are

no more illogical than having millions of people out of work and equipment and factories lying idle while viable projects, such as the Channel Tunnel, languish for reasons of pure semantics.

The Government has been worried by the impact which more state investment would have on the level of the Public Sector Borrowing Requirement. But Britain is almost alone in treating borrowing for profitable projects on a par with financing current deficits. If that is the only problem, the authorities should just change the definition of public borrowing to exclude such investment, just as most other nations do. More sophisticated critics say that whether or not such spending counts as part of the PSBR, it must "crowd out" other kinds of investment or consumption unless it is to be a concealed form of reflation. But what is wrong with increasing demand at a time when plants are closing down for lack of orders? Private investment is falling now, not because there is too much public investment but because there is too little. Industry knows that there is no point in increasing its capacity to produce if no one will buy.

The present recession presents the British economy with a challenge and an opportunity. We can mobilize the spare resources which we have to build a stronger economy for the future. The London Business School, no friend of fiscal expansion, suggests that we could have falling interest rates and money supply kept to within the Government's target even if public borrowing were allowed to be £12,500m in the coming financial year rather than the £10,500m the Chancellor expects. The savings on unemployment pay which would result from the extra jobs created would mean that the net cost of an investment programme would in any case be less than the gross expenditure.

But even if raising public investment meant higher borrowing and faster growth in the money supply, it would be worth the risk. The greatest threat to price stability and output comes from the rapid destruction of what would otherwise be healthy sectors of the economy. If recovery comes, we shall find that we lack industrial capacity and the infrastructure we need. Mrs Thatcher will press her foot on the accelerator—and nothing will happen.

## IDS DETENTE WHERE IT DID?

German Chancellor in his speech yesterday issue with Mr Wein- suggestion that encouraged the Soviet will-up over the past years. The fact is that Union stepped up its effort after President forced it to remove its m Cuba. The momen- build-up has con- present day. Among reasons are that it difficult to switch the ff than on, that the ver feel safe without superiority, and y they would like to bal balance of power 'avour if they can. 'not encourage them; failed to stop them. nothing would have m but if any western ured them the t detente but failure to ratify Salt arted when President is nerve. Why should urning if the Ameri- ratify agreements? hey were also encour- lieve that superiority their reach by the average annual Ameri- spending (calculated 'nces) from 1970-75. uly the result of the Vietnam war and

partly, admittedly, a result of the hopes pinned on detente, but this can hardly be blamed on the Russians, who were perfectly frank about using detente to make the world a safer place for socialism. If some Americans persuaded themselves that detente was the end of confrontation rather than an attempt to regulate it they had only themselves to blame.

It is important to be clear about these things because the cohesion of the Atlantic alliance is still threatened by a basic unresolved difference over east-west relations. The present American Administration looks back on detente as having fostered dangerous illusions which contributed to the relative decline of American influence in the world. Europeans blame the failures of detente partly on the continuing Soviet drive for global power but partly also on America's failure to meet this drive with the right combination of penalties and incentives for restraint. They fear that American impatience and disillusion- ment will now make the manage- ment of east-west rivalry even more difficult and that the Soviet Union will have even less reason for restraint—in Poland, for instance—if it comes to feel that it has nothing more to lose in east-west relations.

Herr Schmidt's speech makes a useful contribution to this debate because it reaffirms the need for east-west dialogue with the Soviet Union while remaining absolutely firm on the essentials of western security, the western alliance, and the need to maintain a military balance of power. Not by any stretch of the imagination could he be accused of leaning towards the pacifism and defeatism which many Americans now believe to be rampant in Europe.

Yet he is, of course, facing stronger political challenges at home than he has faced for some time, and the Americans need to see this. The end of automatic economic growth in West Germany has coincided with diminishing faith in the wisdom of the United States. These two factors have combined to undermine West German confidence and contribute to the rising tide of mostly youthful protest against the political establish- ment in general and nuclear weapons in particular. If the Americans wish to counter this they can best do so not by lam- basting the Europeans for incipient pacifism but by acknow- ledging the reality of Europe's interest in east-west relations and trying to restore lost confi- dence in America's ability to use its strength with wisdom and purpose.

## INTEMPTIBLE BLOCKADE OF IRELAND

of Civil Service seeking for the second broil the Republic of its quarrel with its the British Govern- pulling out customs and agricultural in- the Irish border t coast ports it hopes the Irish export under a half of all of the Republic have Kingdom as their and another sizable comes into Britain for cent. The civil service oled the same treat- beginning of their month ago. Although at longer than a week some injury to the which at the moment than enough economic of its own making. ical purpose of this is to send the Irish at running in pain to Government to beg it its tormentors. The that of the bully, and istication no better Perhaps the customs ve various posts and have less stomach for aggression than the ers in the civil ser-

vants' war room. Perhaps it has already been decided by the strike-masters to pass on after a few days and foul things up else- where. If so no great harm will have been done except to the reputation of the British public service.

If, however, this refusal of duty bites and lasts, and if as a consequence Irish exporters and the Irish economy are put in serious difficulties, the British Govern- ment should be prepared to release the trade by suspending customs regulations between Ireland and the United Kingdom so far as is consonant with public health and public security. It would return the Irish Government were to cause copies of all the relevant documentation in the hands of the Irish customs to be forwarded to the British author- ities, a sufficient record would exist for the collection of duties or making of payments. In the case of agricultural exports the Irish customs would have docu- ments relating to the payment of CAP levies and the eligibility of Irish beef for the Intervention Board. And all meat exports are checked by the Irish veter-

inary service. In the case of industrial goods the accompany- ing certificate of origin, authen- ticated by the Irish customs, would be evidence of duties pay- able if any.

No doubt the attempt would be made to "black" copies of these documents if they were used to make up for defaulting British customs officers. So tem- porary suspension of customs regulations could be expected to bring some loss of revenue, a stimulus to smuggling along the Irish border, and some further chaos in the already fairly chaotic financial transfers in- jected into Community cross-border agricultural trade.

These temporary inconven- iences could be easily borne in the good cause of alleviating for Ireland the consequences of a dispute that is none of its making and in the course of which it is being deliberately abused by the strike committee of the United Kingdom Civil Service. It would be a friendly gesture to a friendly neighbour, of more practical benefit perhaps than any of the committees springing in the shade of the two prime ministers' enigmatic assigna- tions.

## Removing anomalies in charity law

From the Director of Christian Aid Sir, The remarkable events involving the Charity Commission in these recent days have at least illuminated the chaotic state of our charity law. That within three days of the judgment being given in the Daily Mail libel case the Charity Commission should have cleared that there were no grounds for disturbing the present charitable status of certain trusts of the Moonies, or Unification Church, was striking enough. That the anger and arguments of a delegation of MPs should immediately cause a re-examination of that clear judgment is no less striking.

The oddity of the situation is even more illuminated when we remember that only last month (March 19) your law reports contained a rejection of the appeal of Amnesty International against a refusal of the Charity Commission to register certain of their trusts as charitable. The learned judge made clear that "procuring the abolition of torture" is not an object charitable in law. Christian Aid itself has been in- formed by the Charity Commission that documentation of the violation of human rights—often the best way of stopping such violation—is not charitable. But the same commission, until faced with a powerful revolt of public opinion in Parlia- ment, sees nothing save what is charitable in the activities of the Moonies.

Of course it may be said that the original statement of the Charity Commission did not assert that, but only that the objects of the Moonies' trusts were charitable. Quite, but charities with fully approved objects may be subject to detailed inquiry from the commission on small expenditures which might be deemed not to be charitable. Were such inquiries made of the Moonies?

The revision of charity law is not easy, although the main lines on which relief should be given from the present intolerable situation have been authoritatively indicated

both by the Goodman committee in 1976, and the Expenditure Com- mittee of the House of Commons in 1975. But, if not easy, the task is urgent. A charity law which is so obscure that I find our legal ad- visers straining to find the relevance to our work of provisions for securing the captives of Barbary pirates will not do. Charity law must reflect the common under- standing in our society of what is for man's well-being. I cannot believe that the bulk of our fellow- citizens think that to work for the abolition of torture is not charitable. The Charity Commission are vested with very great powers, for which they are scarcely accountable. Against their decisions there is no appeal save a costly recourse to the High Court—not an avenue open to many charities. Is it not desirable both that there should be ready and cheap appeals against its decisions, and that the commission-ers themselves should be drawn from a wider swathe of our swiftly changing society than the Civil Service?

Yours faithfully,  
KENNETH SLACK,  
Christian Aid,  
PO Box No 1, SW9,  
April 8.

From Dr M. Spencer Sir, I note that several Conservative MPs have expressed disapproval of the charitable status accorded to the Moonies, on the grounds that the organization indulges in "brain- washing" and has a purpose "more political than religious". May we have, to date, been derisory. The justice of television companies con- tributing to the fund could not be more self evident.

2 For various historic reasons, film and television are subject to supervision and control by a number of Government bodies, eg the Department of Trade, the Ministry for the Arts, the Post Office, the Home Office, the IBA—a situation doubtless relished by civil servants but few others. We suggest that such a mixture of authorities is

## The language of common prayer

From the Reverend Alan Shackleton Sir, The attempt to promote a Prayer Book Protection Bill enab- ling a small minority in a parish to foist their concepts of pure nostalgia on the remainder is, at best, a case of the emperor having no clothes. The language of the Christian liturgy may not be changed once it has been around long enough for many to become attached to it, whether it be an adequate expression, or "tool", of belief or not.

The 300 years or so of the Book of Common Prayer or rather, as it is long called, of satisfaction, but a period in which it proved impos- sible to gain a sufficient majority to indicate the next way forward. Now it is urged that if 20 people on a parish's electoral roll, not necessarily the most devout, can be mustered, their desire for familiarity becomes all important.

The Church expresses itself through its worship: is it, there- fore, to claim such affiliation with the seventeenth century as the compromise then effected becomes permanent? Liturgy is the "tool" through which the worshipper speaks and acts. Whatever criti- cisms the Alternative Service Book may provoke, or literary admiration the Book of Common Prayer may inspire, it remains too painstak- ingly undertaken have been genuine attempts by the Church of England to be better understood.

The tool must be effective for its job; the proposed Bill is as useful as requiring that modern industry use only the tools of the old equip- ment for old times' sake. It makes the Church's worship a museum piece.

Yours sincerely,  
ALAN SHACKLETON,  
St Luke's Vicarage,  
York Street, Heywood.

International Commission for the English Liturgy" and the Lords debate might have been about the old and the new in the Roman Catholic Church and the new in the Anglican and Romanist via with each other in an ecumenical work of destruction. Many in both communions are anguished and divided from co-religionists. In both communions liturgical changes are seen to have brought theological dangers.

Let us not get too credulous. Parliament may defend the Angli- can heritage which Synod is accused of having failed to defend. We Romanists must turn to Rome. Few Catholics know that the Second Vatican Council presumed that the new rite would normally be in Latin with the vernacular option. For what is optional or "alternative" so easily becomes compulsory.

Few Catholics know—their clergy, if they knew, have not told them—of the Pope's solicitude for those who want Latin restored and with it a new sense of the sacred. Let our bishops not drive them to despair but show as much tolerance of old Mass as of folk Mass.

Your obedient servant,  
JOHN BIGGS-DAVISON,  
House of Commons, SW1,  
April 8.

## Broadcast news 'bias'

From Sir Geoffrey Cox Sir, In your report on April 5 on accusations of bias against ITN and BBC Television News, you present without challenge the claims of the authors of *Bad News* and *More Bad News*, that these books have proved that television news is frequently biased.

In a detailed review of *Bad News* in the *IBA Journal* of December, 1976, I demonstrated that not only was much of the evidence adduced for bias ill-founded, but that in any event it did not support many of the deductions drawn from it.

A comparable critical study of *More Bad News* was made by Alastair Burnet in an address to the Royal Television Society in 1980. None of these reasoned criti- cisms have been effectively answered by the authors. Since these two books form the core of the case alleging bias in television news, their own validity should be probed.

Yours faithfully,  
GEORGE COX,  
Colo St Dennis,  
Gloucestershire,  
April 7.

## Appointment of bishops

From Professor Sir Norman Anderson, OC, FBA Sir, As one who was intimately concerned in the debate in the General Synod regarding the ap- pointment of diocesan bishops, and also in the discussions on this subject with Sir Harold Wilson and with the leaders of the Conservative and Liberal parties, I welcome Sir Harold's letter (April 6) to make the facts clear. I make three com- ments.

1. I am glad Sir Harold stated that one of the suggestions he made was that, on occasion, "the Prime Minister should be free to ask for a third name" from the Church. I put the word "third" in italics be- cause it has been alleged that the Prime Minister received the right to ask for a fourth or fifth name (etc.). This is not true.

2. As I recollect it, Sir Harold said that the Prime Minister would find this necessary "only in very exceptional circumstances". I could not swear to his precise words, but I vividly remember the two illu- strations he gave.

3. He also agreed that for the Prime Minister to recommend to the Queen the second of the two names put forward by the Church would itself be somewhat exceptional.

I have no wish to comment on any of the appointments which have been made since the Crown Ap- pointments Commission was set up. The work of the commission should be strictly confidential. It is for the commission to report to the Synod, from time to time, whether it is satisfied with the way the agreed procedure is working.

Yours faithfully,  
NORMAN ANDERSON,  
9 Larchfield,  
Gough Way,  
Cambridge,  
April 7.

## TV and brain death

From the Director General of the BBC Sir, I do not intend to follow Dr Sells (April 3) into another pos- mortem on the *Panorama* brain death programme, and its seque- l. The original programme aroused concern in the medical world: that concern, by common consent, was met by the second programme.

Yours faithfully,  
IAN TRETHOWAN,  
BBC,  
Broadcasting House,  
Portland Place, W1,  
April 9.

## Bar to sobriety

From Sir John Martin Sir, I was Private Secretary to Sir Winston Churchill from 1940 to 1945 and during this period was in close contact with him. I do not recall any occasion when he was "paralytically drunk" as has been alleged. (Speech by Lord Avonbury, London Diary, April 7.)

Yours faithfully,  
JOHN M. MARTIN,  
The Barn House,  
Warrington,  
Oxfordshire,  
April 8.

## New life for British film making

From Mr Robert Bolt and others Sir, We, the undersigned, contribu- tors to undrinkable believers in British film, seek to express the desperate concern we all share for the future of our native industry. All signs indicate the production of a mere handful of British feature films in the coming year, a cultural and economic outlook which we believe to be disastrous.

Unless steps are taken imme- diately, our cinema and television screens will soon be totally domi- nated by film entertainment from foreign sources. We therefore urge upon Parliament the following:

1. The extension of the Eady Levy to apply to cinema films ex- hibited on television. Currently, cinema exhibitors, distributors and producers under this scheme, all contribute from their shares of total revenues. It is, incidentally, a levy applying equally to foreign films, something which Hollywood has generously accepted.

The ludicrous situation of the present largest exhibitor of film— television—being exempt from such payments must be changed. ITV last year showed 328 films made origi- nally for the cinema. Over the past Christmas holiday period alone, the BBC proudly proclaimed that it would transmit over 60 feature films. Both networks freely acknow- ledge that the cost of their produc- ing entertainment of comparable variety, quality and appeal would be enormously greater than the sums they have paid over the years for cinema films.

In the light of this situation, the revenues received by film makers from United Kingdom television companies under the current con- tribution to the fund could not be more self evident.

2. For various historic reasons, film and television are subject to supervision and control by a number of Government bodies, eg the Department of Trade, the Ministry for the Arts, the Post Office, the Home Office, the IBA—a situation doubtless relished by civil servants but few others. We suggest that such a mixture of authorities is

wasteful, government, results only in conflict and confusion and is demonstrably frustrating to the film-maker.

We advocate, therefore, the establishment within a single ministry, of a new statutory body, whose duties inter alia, would be to examine the existing legislation affecting film and television. It should also be the principal adviser to the Government on all matters relating to the audio-visual enter- tainment industry.

3. We believe that the deplorable restrictive practices present in the film industry, both in its distribu- tion and exhibition, must be changed. A primary task of the new ministerial/statutory body would be to monitor this aspect of the in- dustry, and further, to prevent a similar growth of monopolistic prac- tices within the developing tech- nologies (satellite, cable, videodisc, etc.) so that genuine and healthy competition may be enjoyed by all those engaged in film-making.

We wish to see the image of Britain projected throughout the world. There is certainly no lack of talent: we have writers, directors, producers, actors, technicians and craftsmen in generous supply. What we lack is genuine competition in the domestic market: a continuity of finance; and a focal body directly representing a broader industry to Government and Parlia- ment.

Given this, it is our belief that Britain, once again, could be in the forefront of creative and commu- nial film-making throughout the world.

Yours etc.,  
ROBERT BOLT, A LIEBERSON,  
JOHN BULLOCK, MILES,  
JOHN BULLOCK, CHRISTOPHER  
JOHN BULLOCK, LALINE,  
TIMOTHY BURRILL, OLIVER,  
RICHARD CAVEN, HAROLD PHILLIPS  
JACK DOLAN, OTTO PLUSCHKE  
DANIEL DOLAN, NICHOLAS ROEG,  
LIONEL JEFFRIES, SCHLESINGER,  
JOSEPH LOSCOW, KENNETH TRODD,  
Care of Cowan Bellw Associates,  
Ltd.,  
45 Poland Street, W1,  
April 7.

## Complaints against police

From the Chairman of the Police Federation of England and Wales Sir, I have not seen the report of the Home Office Research Unit on police complaints and, in common with my colleagues in other police staff associations, was unaware of its existence. I am not, therefore, able to comment in detail upon the information revealed in your sum- mary (April 8).

Two points strike me as im- portant. The first is that the research consists of an ex post facto examination of the docu- ments in complaints files. In every case those files have been con- sidered by experienced lawyers in the office of the Director of Public Prosecutions. The Director has the right to require further inquiries to be made into a com- plaint. If he had reached the same conclusion about the alleged in- adequacy of the original investi- gation, he would certainly have exercised this right. The conclusion of the authors of the report, that the investigations in some cases have been biased in favour of the

police officer, or otherwise inad- equate, obviously differs from the considered view of the Director.

Secondly, I thought that the pur- pose of academic research was to examine facts and reach con- clusions based upon them. Some indication of the approach of those responsible for this report is given in the extract quoted by Mr Evans: "The effectiveness of the formal system for making complaints against the police has become, for many, the touchstone of the state of police community relations, not least for relations with the black and Asian communities."

It would be interesting to know what qualifications possessed by the researchers enabled them to make a statement which appears to have nothing to do with dis- interested research, but a great deal to do with special pleading in support of particular interest groups.

Yours faithfully,  
JAMES JARDINE,  
Police Federation of England and Wales,  
15-17 Langley Road,  
Surrey,  
Surrey, Surrey.

## Peacetime conscription

From Mr J. C. Neville Wood Sir, The article by Sir Hugh Fraser (April 8) on "the acceptable face of national service" is well chal- lenged. There is no acceptable face of national service. In wartime it is an unavoidable necessity; but even in an emergency our rulers should recognize the fundamental inconsistency of asking the people to fight for freedom while at the same time denying them their free- dom, and take immediate steps to bring this unsatisfactory state of affairs to an end as soon as the emergency has passed.

In peacetime any form of civil conscription is entirely out of place. It is neither more nor less than state slavery for any law- abiding citizen to be compelled, under pain of imprisonment, to sur- render total control over his or her

## Civil Service and defence

From Vice-Admiral Sir Philip Watson Sir, If, as reported in your paper today (April 7), it is substantiated that the claim by the Civil Service union leaders that their industrial action was causing serious disruption to the operations of the Navy, there is arising a most serious situation jeopardizing the defence of the realm which the Government must surely take urgent and effective steps to overcome.

All civil servants should be re- moved from posts vital to our defence as a matter of urgency and they should be replaced by mem- bers of the Armed Forces forth- with.

Those who accept service under the Crown must also accept the con- tractual conditions which go with it: if they are not so prepared they must resign or be discharged.

Yours etc.,  
PHILIP WATSON,  
Fintona House, Essex,  
Fintona House, Essex.

## The first split

From Dr and Mrs David Wallbridge Sir, On April 6 Mr Ivor Lucas suggested that there is already a split in the SDP (Social Democrats) because the founders wear their badges on different sides. Dare we point out that Mrs Williams is dis- tinguished from her colleagues by her gender? Does not the badge derive from the buttonhole and cor- sage?

In the permissive days when dancing partners were allowed to hold each other, the man wore the buttonhole on the left and the lady's corsage was worn on the right to prevent crushing of the flowers. Perhaps splits (like beauty) are in the eye of the beholder.

Yours faithfully,  
D. C. WALLBRIDGE,  
JANE WALLBRIDGE,  
77 Montpellier Rise,  
Wembley, Middlesex.















## Racing

## Swinburn has every chance on Marwell

By Michael Phillips

Racing Correspondent

The focus will be on three-year-old fillies at Newbury today, the disappointment at there being only four runners for the Fred Darling Stakes is eased by the knowledge that one of those, Marwell, who ended last season unbeaten and was the decisive winner of the important Cheveley Park Stakes at Newmarket.

In the meantime there has probably been more talk about her than any other member of the race and sex and the main topic of conversation has been whether she will be able to win the 1,000 Guineas at Newmarket at the end of this month. The authors of *Race Horses of 1980*, that comprehensive review of last season which has just been published by Timeform, clearly have their doubts.

We will be a little bit wiser after the Fred Darling Stakes at 3.30 this afternoon. A fascinating aspect of today's classic trial is the presence of the last season's champion, Marwell, who is expected to be well to the fore.

## Ayr NH programme

230 KYLES OF BUTE HURDLE (Handicap: 11.8.72: 2m)

0040 Blamford (C.D.) M. Crump 10-10 Barry  
0040 Schumacher (D.) M. H. Easterby 11-12

0027 Splendid Again (D.) G. Lockhart 11-12

0027 Brandy (D.) H. Millman 11-12

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## Gay George can foil Sea Pigeon treble

By Michael Seely

Gay George can foil Sea Pigeon's attempt to win a third straight Champion Hurdle at Ayr this afternoon. The reigning champion will be the favourite to beat Night Nurse in an enthralling fight.

In the past two seasons Sea Pigeon has found the going too fast when finishing runner-up to Night Nurse in 1979 and third to Secretariat in 1980. Because the ground is drying up in Scotland, Gay George is preferred.

Gay George was most impressive when defeating Jugador at Ayr last week. As always, the hurdling of the Duke of Devonshire's four-year-old was accurate and quick.

Made no mistake, Sea Pigeon and John Francome are a formidable combination. If Francome is able to handle the champion jockey, he will never ride a more stylish or better timed race than the one he has in mind.

Gay George, who has won 11 of his 12 races, should be well to the fore.

## Warwick card

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## Cricket

## Players want statutory rest days in Tests

From John Woodcock

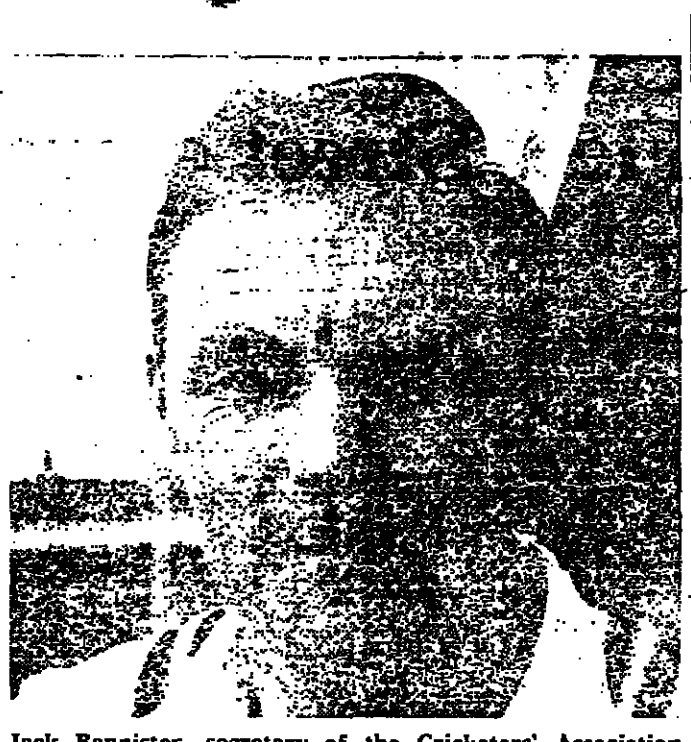
Cricket Correspondent

Kingston, April 9

England come to the end of a long hard road when they start the last Test match against West Indies here tomorrow. It will be the ninth time in only 10 years that they have had to contend with four fast bowlers; not until 1984, much to the relief of England's batsmen, do the two sides meet again.

It is going to be a hot match and an exhausting one. Not only is the pace of the game, but the fact that the players have to play on a pitch which is expected to be in poor condition.

The rest of the Test match was a disappointment. The players were not in the best of health and the match was a disappointment.



Jack Bannister, secretary of the Cricketers' Association, who is in Jamaica for the final Test match

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England come to the end of







Poland tops  
Group of  
Five agenda,  
page 24

Stock markets	
FT Ind 549.8 up 10.4	FT Clts 69.37 down 0.10
Sterling	
\$2.1950 down 80 points	Index 99.2 down 0.2
Dollar	
Index 101.4 up 0.8	DM 2.1415 up 165pts
Gold	
\$498.50 down \$1.1	
Money	
3 month sterling 121-121	
3 month Euro 515-151	
6 month Euro 515-151	

## IN BRIEF

### £193,000 'handshake' for Fisons chief

Mr Ron Bouds, former chief executive of Fisons, the fertiliser and pharmaceutical group, has received a £193,000 "golden handshake". Mr Bouds, who left the group last summer, received £170,000 in settlement for the unexpired portion of his contract and £23,000 further benefit.

Sir Ronald McNish, joint deputy chairman who was to replace Sir George Burton as executive chairman, is not seeking reelection to the board. He decided last month not to take the chair but said that he would remain a director.

### European Commission res new fibres pact

The European Commission has told EEC governments that it should be given permission to negotiate a new Multi-Fibre Agreement to replace the current one which expires at the end of this year.

It has told the Council of Ministers that a new arrangement is necessary to allow the EC textiles industry to structure while safeguarding the interests of external suppliers, and particularly those from the poorest developing countries.

### HF battle for Savoy moves to High Court

Trusthouse Forte's attempt to win control of the Savoy Hotel has moved to the High Court. Both sides have made missions to Mr Justice Goff. The hearing will continue on Friday, but it is unlikely that judge will give a decision on whether Trusthouse can go ahead with its scheme of management bid for the Savoy Hotel.

### Car sales fall again

New car sales in Britain fell 16.1% last month, per cent down on the same period last year and the steepest since March 1977. Imports were also down, at per cent against 55.3 per cent in March 1980.

### icopters contract

Petroleum Development has awarded a £2m contract to British Aerospace for two 234 Chinook helicopters to be used for offshore construction and book-up phases of the oilfield development, and east of Shetland.

### cladding deal

H. Robertson (UK) the cladding building systems, has won a contract for £8m for the supply of cladding for the Doha power station being built in Kuwait.

### research centre

International Electronic Research Centre is set up with Mr Gordon, chairman and chief executive of Butterworths, as man of the board of management.

### Street higher

Dow Jones industrial average closed up 5.40 points to 1,216.26. The S&P 500 was 121.62, and the Nikkei 225 was 5,547.77.

## Civil servants' action loses £1,000m revenue last month

By John Whitmore  
Financial Correspondent

Industrial action by civil servants cut government revenue from National Insurance and other taxes by an estimated £750m to £1,000m in March, according to Treasury figures yesterday.

But this is not lost revenue, merely revenue deferred. Once the industrial action is over, the tax owing will be paid to the Exchequer, which should reduce the government's borrowing requirement in the 1981-82 financial year.

The temporary loss of revenue also seems certain to leave the overall public sector borrowing requirement rather higher than forecast last month. At present, the estimate is that the PSBR for 1980-81 could be some £250m higher than the previous £13,500m estimate.

The revenue deferral would, in fact, have made a still greater impact on government borrowing had it not been for other offsetting factors. In particular, supply service expenditure in March turned out to be some £400m less than estimated. Money originally provided for was not drawn down by a number of departments.

This is a fairly common occurrence in the final month of a financial year. Its main effect is to make it difficult to use the March figures as any guide to trends in central government spending.

Financial markets will, however, be keeping a close eye on the trend in public sector spending in the opening months of the new financial year. Last year there was a sharp acceleration in spending in the April-June quarter and this set the tone for the rest of the year.

This year the hope is that the spending figures will gradually start to show a steady decline.

celebrating rate of growth as more moderate pay settlements take effect and the large pay awards made in 1980 drop out of the year-on-year comparison.

For 1980-81 as a whole, total consolidated fund expenditure rose by 25 per cent, or £15,163m, to £76,728m. The latest month, however, included payment of £1,284m to the National Enterprise Board in respect of the transfer of responsibility for BL to the Secretary of State for Industry (a similar sum, representing the repayment of public dividend capital, has been credited to miscellaneous receipts of central government).

In other areas of expenditure, the National Loans Fund made a net loss of £3,557m, £652m higher than forecast in the 1980 Budget. The higher than forecast lending was spread across nationalised industries, public corporations and local authorities.

In terms of revenue, the overall increase in 1980-81 was 22 per cent, or £11,882m, to £66,814m.

The increase would have been greater but for the civil servants' industrial action. Provisionally, it is estimated that revenue deferral in March broke down as follows: £400m of PAYE income tax receipts; £200m of National Insurance payments; and somewhere between £150m and £400m (though probably nearer the lower figure) of Customs and Excise receipts.

The main disappointment in 1980-81 was the shortfall on expected customs and excise receipts. The outcome here was £22,095m, a rise of 22 per cent on 1979-80, but well short of the originally forecast 33 per cent rise.

Inland Revenue receipts grew rather more strongly than forecast, reflecting the higher than expected increase in average earnings. Miscellaneous receipts were almost double the originally forecast £2,800m, reflecting the arrangements for the transfer of BL, the rebates on the EEC budget payments, and a £900m transfer from the National Oil Accounts.

Table page 27

## Managers buy Holding Financier

By Catherine Gunn

Less than a year after buying merchant bank Keyser Ullmann for £43m, the Charterhouse Group is selling Holding Financier, Keyser's overseas banking business, for 44m Swiss francs (£10.3m).

Charterhouse, one of whose specialities is buying major companies for its clients, will transfer ownership of Holding Financier to a consortium put together by Mr Guy Naggar, who has built the business up since 1969. His partners include investment group RIT, which is selling part of its Darnley Day business to Holding Financier for "under £1m".

Both RIT and Mr Naggar will hold 35 per cent. First City Financial of Canada will have another 10 per cent. Mr Henri Magnan, the chairman of HF's Swiss operation, will have 5 per cent, and various private individuals will have the rest.

"We are paying a full price, but I hope we can develop it a lot further," Mr Naggar said yesterday.

The deal was suggested by Mr Naggar a few months ago. "I wanted to become independent," he said yesterday, "and how could Charterhouse, which specialised in management buy-outs, refuse to let me buy my own company?" He has resigned all other directorships within the Charterhouse Group.

Mr Derek Wilde, a non-executive director of Charterhouse, said yesterday that the sale of Holding Financier ended the duplication of Keyser's business with Charterhouse's own operations in Geneva and France, and released £10m capital.

## State industries' financing plea

By Our Industrial Editor

State industry chairmen are to embark on a series of high-level discussions with ministers within the next few months aimed at persuading the Government to agree to more flexible financing to enable the state industries to forge ahead with major capital investment programmes.

Sir Robert Marshall, chairman of the National Water Council, outlining the industries' deep concern over present policies, also sharply criticized the "extreme" policies being adopted by the Government towards industry and said that the arguments on nationalization and non-nationalization were "poison".

Sir Robert, who has just taken over the chairmanship of the Nationalized Industries' Chairman's group (NICG), said: "We have to make it possible for both the public and the private sectors of industry to cooperate. This Government is pitching into this in an extreme way—certainly as extreme as I can recall."

The State industries, he continued, considered that the differing policies adopted by both major political parties under the aegis of the Government were "poison".

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The NICG has commissioned a detailed study on the problems faced by the state industries in securing access to funds to carry through major capital investment programmes which would benefit large numbers of supplying companies in the private sector.

### Cigarette sales tipped to slump by up to 10 per cent this year

Cloud hanging over UK tobacco industry

Britain's tobacco industry, with 35 per cent of its workforce already going on short-time working and the possibility of more to come, faces an unprecedented cigarette sales decline of up to 10 per cent this year.

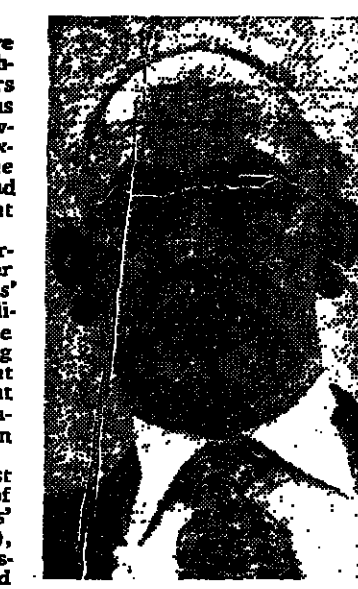
This was the industry assessment yesterday as the retail trade, after about two weeks of selling at full post-Budget prices, reported a sales decline of about 15 per cent.

Last year's Budget clipped sales by 5 per cent for about two months and the year ended with a 2.25 per cent fall in the numbers of cigarettes sold from the 1979 total of 124,000 million.

With rising unemployment and less disposable income, two of the top five makers see a decline of 10 per cent as a real threat.

The biggest annual decline so far seen since health reports hit tobacco sales in the early 1960s was a 4.3 per cent reduction in 1971.

Already the two leading tobacco manufacturers—Imperial Tobacco and Gallaher—are introducing extensive short-time working. Imperial gave a warning yesterday that if a severe sales slump went on longer than expected, it would have to be looked at.



Sir Robert Marshall: Criticized Government's "extreme" policies.

the Exchequer and has built on a series of meetings with senior officials of the Bank of England. Most of the State industries are members of the Confederation of British Industry, with whom considerable common ground has now been established—and the possibility of a joint approach to Sir Geoffrey Howe and, it is necessary, to the Prime Minister on the problems caused by the Government's tough monetary stance, is not being ruled out.

The NICG has commissioned a detailed study on the problems faced by the state industries in securing access to funds to carry through major capital investment programmes which would benefit large numbers of supplying companies in the private sector.

The next round of discussions are expected to start when the Chancellor has invited the industries to submit proposals. But among members of the group there is a strong feeling that the Treasury will adopt a tough line and the possibilities for joint public and private sector financing of programmes, they consider, is likely to be restricted to a limited number of State corporations.

### Shell puts £50 a tonne on plastics

By Edward Townsend

Shell Chemicals UK is to raise the prices of all its polypropylene, a plastic used in many household articles, by up to £50 a tonne from May 1.

The increase, the second in five months, will mean that Shell's prices have risen by up to £130 per tonne this year and is certain to mean higher prices to consumers.

Shell Chemicals is one of 22 suppliers of polypropylene to British industry. The market, led by ICI, last year totalled about 105,000 tonnes. From May, Shell's prices will range from £480 a tonne for the cheaper grades, which are used for washing machine drums and fans, beer crates, woven rigging for boats and also as a woven matting for use as temporary road surfaces.

Shell said its latest increases were necessary because of the sharp rise in feedstock costs. "The situation was regrettable but essential in order to preserve a viable business for the future."

The company lost about £40m in the first nine months of last year, and in December said it was cutting 700 jobs at its Carrington plant in Manchester.

## President has Senate support, but House committees are preparing alternative plan Congress Democrats to fight Reagan budget

From Frank Vogl  
Washington, April 9

Important changes to President Reagan's budget proposals have been proposed by leading Democratic politicians. Committee members of the House of Representatives, where the Democrats are in the majority, are tearing the White House plans apart.

Today's actions in Congress leave no doubt that bitter fights lie ahead between Republicans and Democrats. Opposition to the President's proposals have been mild so far, but as the House committees start drafting legislation, the fate of the programmes is in doubt.

Mr Dan Rostenkowski, chairman of the House's ways and means committee, announced a tax cutting plan today different from the one announced by the White House. He called for tax cuts for a single year, rather than reductions over three years as the President desires.

He also wanted bigger income tax cuts for people on middle incomes. But

he did not seek to reduce the scale of cuts for top income earners in a move clearly designed to attract support for his plan from conservatives.

Meanwhile, the budget committee of the Senate, which is dominated by Republicans, has fully endorsed President Reagan's tax-cutting plan. These call for most tax cuts for business to spur investment and for across-the-board 10 per cent income tax cuts in each of the next three years.

This plan would reduce government revenues from expected levels by \$8,600m (£3,900m) this fiscal year, by \$31,300m in the next fiscal year and by \$97,100m and \$144,800m respectively in the 1983 and 1984 fiscal years. Mr Rostenkowski's plan involves cuts in the 1983 fiscal year of \$40,000m.

The Senate budget committee has also endorsed the President's proposals on the suggested social spending reductions; in fact increasing some of them. But on the House budget committee moves were taken yesterday and today to alter the programme.

Mr James Jones of Oklahoma, chairman of the House committee, is seeking to restore more than \$7,000m of social welfare cuts and to reduce the President's defence budget by more than \$4,000m. But the Senate committee today voted to add \$15,000m to the defence spending proposals.

Nobody on Capitol Hill is willing to guess at just where the Congressional battles will leave the budget. The latest moves in the Senate and the House point to an even bigger budget deficit in the coming fiscal year than the \$43,000m proposed by the President. Some estimates involve a \$60,000m deficit for next year.

However, the Democrats appear to be split, with many of them reluctant to be seen as liberal spenders. They may well be willing to move closer to President Reagan's position when compromise negotiations begin behind the scenes in Congress in coming weeks, at least as far as public spending is concerned. The President, after many battles and after intense lobbying, may

in fact win most of his spending proposals.

On the tax side, however, the President's plan appears to be in much bigger trouble. The Democrats are focusing most of their energies on attacking the tax measures, and they are to some extent placing themselves to the right of the Republicans in that they are opposing big tax cuts on the argument that the revenue losses will blot the budget deficits.

Mr Rostenkowski's plan is designed to establish an alternative to President Reagan's proposal, leaving ample room for a compromise. Mr Donald Regan, Secretary of the Treasury, said that there would be no compromises.

Many people believe that Mr Rostenkowski's move will, at the very least, kill all thoughts of tax cuts for each of the next three years, with Congress at most approving more modest cuts than those advocated by the President and then for only two years.

## Bank unions clash over decision to call 24-hour strikes

By David Felton

A bitter dispute broke out last night between the two main banking unions as it became clear that 24-hour strikes in high street branches will start during the week after Easter.

The disruption of the Access credit card operation will almost certainly follow.

Leaders of the Clearing Bank Union (CBU) and the TUC-affiliated Banking, Insurance and Finance Union (Bifu), which together represent most of the clerical staff in the five main clearing banks, traded insults after Bifu's rejection of a 10 per cent pay offer from the employers which the CBU had accepted.

Mr Jack Brizz, general secretary of the CBU, said his union's acceptance effectively ended this year's negotiations covering 175,000 clerical staff. "The attempt by Bifu to maintain a level of industrial action will not change the minds of the employers and will only cause distress to staff and customers alike. Bifu's attitude has arisen more from pride than conviction," he said.

Although the 10 per cent settlement reached with the employers was not satisfactory, it



Mr Leif Mills: 'no cooperation'.

"was not entirely a disaster" and he believed that the unions should cooperate so that bank staff were not "imposed upon".

Efforts would be better directed toward that end rather than "in futile displays of frustration which will do nothing for banking staff," Mr Brizz said.

Mr Leif Mills, general secretary of Bifu, responded that Mr Brizz had committed "an unforgivable sin" in trade union terms, by encouraging his members to cross Bifu picket lines during one-day strikes at bank computer centres two weeks ago. He said that the

CBU would gain no cooperation in the future from any TUC-affiliated union.

Hostility between the two unions has been simmering since the CBU was formed last summer through the amalgamation of the staff associations at Barclays, National Westminster and Lloyds banks. Both organizations have launched recruitment drives to win members from each other and have been involved in acrimonious sniping.

The Federation of London Clearing Bank Employers has decided to pay the 10 per cent increase, without Bifu's agreement, and Mr Mills said last night that the "issue now becomes one of whether 10 per cent is sufficient, but whether a trade union can negotiate on behalf of its members."

He said he believed that the employers were trying to weaken Bifu's position in the hope that staff would transfer to the CBU. But when the time comes, he shall not be found wanting," he said.

The Bifu executive meeting in Blackpool on Sunday, at the start of the union's annual conference, is certain to sanction 24-hour strikes.

## British Steel prices expected to rise by 10-15 per cent

By Peter Hill  
Industrial Editor

British Steel Corporation is expected to raise prices of steel products by between 10 and 15 per cent after the tentative voluntary pact made with other European steelmakers over the past two days.

But BSC, already under attack for its cut-pricing activities which private sector companies claim are damaging them, is also faced with a tough battle over the plans for the rationalization of the engineering steels sector of the United Kingdom industry.

Mr Derek Norton, chairman of BSC, said last night that he would "fight like hell" to save his company from closure, which apparently the BSC sees as an essential feature of the so-called "pact" plan for the reorganization of the special steel sector.

Pressure on the independent companies is growing at a time of continuing serious overcapacity throughout Europe and which in the United Kingdom, the private steel companies claim is being exacerbated by the pricing policies of BSC.

After the formation of the first "pact" company with GKN earlier this year, the BSC, under pressure from the Government, has been attempting to reach agreement with several other companies for the formation of a second phoenix.

On the other hand, the companies, which have pulled out of steel-making altogether as a result of a £23m deal with the BSC, which involved the closure of its plant at Llanelli and the transfer of other facilities to a recently established BSC subsidiary, BSC Services.

Within the industry there is speculation that BSC will seek to use the same company to take over the Llanelli and Round Oak, another steel company which it owns jointly with Tube Investments, into temporary care as a preliminary to closure.

Last night, however, Mr Norton said that no conclusions had been reached in the protracted discussions with the Government and BSC over the phoenix 2 proposals.

Meanwhile, the still fragile framework agreement between European steel producers to curb voluntarily their production and deliveries in an attempt to lift prices from the present bargain basement levels is critical to the success of efforts by Mr Ian MacGregor, BSC chairman, to secure a financial break-even for BSC next year.

On his return from the Luxembourg talks, the corporation chairman said that details of the increases had yet to be completed but he expected that they would range between 10-15 per cent. In view of the lack of a firm agreement and the continued weakness of the market, BSC is expected to apply the increases to the existing heavily discounted levels rather than to the new published list prices.

Latest production figures for the public and private steel sectors in Britain show that crude steel output in March slipped by nearly 4 per cent on the previous month. Weekly average production amounted to 306,300 tonnes, which although down on the February levels was 30 per cent above the average for the final three months of last year.

Despite that improvement, production in BSC and private sector is still running at more than 30 per cent below levels of two years ago.

## Eurofer production pact still incomplete

From Peter Norman  
Brussels, April 9

Leading steelmaking companies have once again failed to complete their plans for a voluntary system of production and delivery restraint to follow the EEC Commission's system of mandatory production quotas that will expire at the end of June.

After a meeting in Luxembourg which lasted into the early hours of this morning, the "Eurofer" club of steel producers said they had "resolved the greatest part of the problems" relating to the setting up of a voluntary system. But Eurofer, which represents the 15 largest steel groups in the EEC, admitted that problems remained.

A statement issued today made clear that the position of the independent producers in Europe was creating difficulties. These small companies produce a large proportion of the Com-

munity's output of light sections. Although Eurofer said today that it hoped the independent producers would join a voluntary system, the large producers seem to lack the power to force them into any pact. A further meeting of the Eurofer companies has been scheduled for next Thursday.

The purpose of voluntary production restraint is to raise the selling prices of steel to economic levels. In the absence of agreement, it was all the more surprising that its members had taken measures to impose immediate and substantial price increases, particularly in EEC markets.

Because those taking part in yesterday's meeting were either recovering or returning home, there was no immediate expectation of a firm agreement. The attempt by steel makers to defy the price levels imposed by the market.

## ADVERTISEMENT

## URGENT NOTICE TO ALL DEFENCE CONTRACTORS

All firms who hold contracts with the Ministry of Defence and who are normally paid from its Liverpool Office, are advised that due to industrial action, special alternative arrangements are being introduced for the submission and payment of their bills.

Contractors will receive a letter from the Ministry within the next few days setting out the special arrangements.

Meanwhile, no further bills should be sent to Liverpool.

ISSUED BY THE MINISTRY OF DEFENCE

Derek Harris

## PRICE CHANGES

S	
1st Bank	13p to 418p
2nd Bank	13p to 418p
3rd Bank	13p to 418p
4th Bank	13p to 418p
5th Bank	13p to 418p
S	
1st Sugar	8p to 303p
2nd Sugar	8p to 303p
3rd Sugar	8p to 303p
4th Sugar	8p to 303p
5th Sugar	8p to 303p

## THE POUND

Bank	
Bank	1.37
Bank	1.37
Bank	1.37
Bank	1.37
Bank	1.37
Norway Kr	
Norway Kr	12.00
Norway Kr	12.00
Norway Kr	12.00
Norway Kr	12.00
Norway Kr	12.00
South Africa R	
South Africa R	2.04
South Africa R	2.04
South Africa R	2.04
South Africa R	2.04
South Africa R	2.04
Sweden Kr	
Sweden Kr	10.65
Sweden Kr	10.65
Sweden Kr	10.65
Sweden Kr	10.65
Sweden Kr	10.65
Switzerland Fr	
Switzerland Fr	4.48
Switzerland Fr	4.48
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Switzerland Fr	4.48
Yugoslavia Dn	
Yugoslavia Dn	82.50
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## Brazil's economic strategy in trouble

Brazil, which tried to fight its energy crisis by pushing economic growth, instead of letting its economy slow down as other big industrial powers did, may be in serious trouble as a result of its strategy. The foreign debt—the largest in the Third World—was \$53,800m (£25,000m) at the end of last year.

The Government has apparently realized that the situation could not continue, and economists at home and abroad agree that the high level of inflation disorganizes the economy and stops necessary investment.

Senhor Antonio Delfino Netto, Brazil's planning minister, has taken measures to slow growth to curtail prices. But his mixture of policies has made the volatile Brazilian economy over-reaction, his critics say.

**Shares suspended**  
Consol, the Italian Bourse Supervisory Commission, has ordered suspension of dealings in the shares of Ercole Marelli, the financially troubled Milan electrical equipment manufacturer. An extraordinary shareholders meeting on May 26 will discuss a drastic write down of the capital against losses, the extent of which has not been revealed.

**Desert pipeline**  
Japan has expressed interest in a proposed pipeline from Saudi Arabia to the Arabian Sea, bypassing the Strait of Hormuz through which passes most Middle East oil exports, foreign ministry officials said.

**Norway surplus**  
Norway had \$285m (about £130m) balance of payments surplus in January this year, up 64.7 per cent from \$173m in January last year, according to preliminary figures released by the Central Bureau of Statistics.

**Steel tariffs**  
The Australian Government has decided to maintain the present level of tariff protection for the iron and steel industry, a department of industry and commerce spokesman said.

**W German production**  
West German industrial production rose a seasonally adjusted 4.5 per cent in February from January. A surprisingly favourable result, the economics ministry said.

**Danish orders**  
New orders for Danish industry in February rose 6 per cent at current prices compared with February 1980, after a 1 per cent rise in January.

**Australian jobless**  
Australia's unemployment rate in March fell to 5.8 per cent of the labour force, or 330,900, from 6.3 per cent in February and 6.1 per cent a year ago.

**Chinese production**  
The value of China's light industrial production rose 9.9 per cent in the first quarter of this year, while heavy industrial production declined, the official Xinhua News Agency reported.

**Norwegian oil delay**  
Development of the Ula field in block 7, 12 of the Norwegian North Sea has been postponed due to increasing costs.

Problems of developing nations to be discussed at 'unofficial' talks

## Poland tops Group of Five agenda

The financial difficulties of Poland and several developing countries will be among the chief concerns of finance ministers and central bank governors from the "Group of Five" big industrial nations when they meet at Downing Street on Sunday.

Officially, Whitehall is denying that the meeting is taking place. But the Americans have confirmed that both Mr Donald Regan, the United States Treasury Secretary, and Mr Paul Volcker, the chairman of the Federal Reserve Board, will be in Britain for meetings over the weekend.

They are expected to have discussions with British ministers at the Treasury before the gathering at Downing Street which will be hosted by Sir Geoffrey Howe, the Chancellor, and Mr Gordon Richardson, the Governor of the Bank of England.

Apart from Britain and the United States, the other countries represented will be West Germany, France and Japan. Herr Hans Martin, the West German Finance Minister, will not attend because of illness. His place will be taken by Dr Horst Schulmann, the state secretary for monetary affairs in the Finance Ministry.

Many of the participants will be meeting for the first time since President Ronald Reagan took office.

Several of the new Administration's policy statements have been viewed in Europe with some alarm, particularly the cuts in United States financial support for the international aid agencies.

The International Development Association is facing particularly acute problems because of the failure of the United States to pay its contribution. The agency is the main source of cheap, long-term loans to the poorest nations.

Mr Regan is certain to come under strong pressure from the Europeans to fulfil his obligations to the agency.

Gatherings of the "Group of Five" are held to coordinate the policies of the big industrial countries before the twice yearly meetings of the inter-im and development committees. These committees, which steer the policies of the International Monetary Fund and the World Bank, are next scheduled to assemble in Gabor in May. Questions about the aid policies of the rich nations seem certain to be raised there by ministers from the developing countries.

One of the other pressing issues likely to be tackled at the "Group of Five" meeting will be the level of interest rates.

According to reports in Paris, both France and West Germany have agreed to try to persuade the United States to reduce interest rates. High rates in America have pushed up rates in several European countries, and this is tending to prolong the recession in Europe.

President Valéry Giscard d'Estaing is particularly worried about this because it could harm his chances in the forthcoming elections. It is, however, a delicate subject as Europeans have been urging the Americans for a long time to tackle their

inflation and high interest rates are the result of a more determined bid to do so. There are also growing worries about the dangers of an export credit war. To the export orders, several industrial countries have shown themselves ready to offer ever more attractive export credit terms to their potential customers. This is leading to a worrying escalation in export credit competition.

A related issue is trade competition from Japan. Pressure is building up both in Europe and the United States to take action against Japanese imports. Protectionism is likely to be headed off only if the Japanese undertake to reduce their exports voluntarily, a point which is likely to be made clear to the Japanese Foreign Minister on Sunday.

However, the problems of the big debtor nations seem like to get most attention. Apart from Poland, doubts have been raised about the financial situation in several developing countries including Brazil, one of the biggest Third World debtors.

The possibility of a big default, and its implications for the international financial system, is known to be an increasing preoccupation of several financial ministers. The "Group of Five" meeting gives ministers an opportunity to discuss ways of dealing with such an event, or even preventing it.

Melvyn Westlake

## Miners in protest on plant delay

By Paul Routledge

The Government was yesterday accused of dragging its feet for the past year over the go-ahead for an oil-from-coal liquefaction plant.

Leaders of the National Union of Mineworkers, whose threat of a national strike two months ago forced the Cabinet to change its policies on subsidies for the coal industry, are to protest to Mr David Howell, Secretary of State for Energy, over the delay.

The National Coal Board has also privately protested to the energy department over government hesitation about investing £20m over three years to build a pilot plant at Point of Air, North Wales.

Mr Joseph Gormley, president of the NUM, said yesterday: "It only needs a nod from the Government. We are not asking for money immediately." The miners are still demanding large subsidies for the industry in the current financial year. They have urged the Coal Board to take a much stronger line in negotiations with the energy department on the multi-million-pound rescue operation for the industry.

"We are anxious to keep this thing going," Mr Gormley said. "It is no good anybody presuming that when the lights stop, the industry action that the thing was finished. That feeling is still there in many areas, particularly when they see nothing being done at the pits that were on the closure list."

## Double attack by industry chiefs on UK energy pricing policies

By Our Industrial Staff

Leaders of Britain's chemical and paper and board industries have launched separate attacks on the Government's energy pricing policies.

Dr Peter Caudle, deputy director general of the Chemical Industries Association, said the chemical industry faced a tough battle to maintain production levels, let alone take part in the expected European recovery.

He stressed that energy prices were a key factor, and he dismissed statements that EEC energy price levels were rising faster than those in Britain.

Addressing a conference organized by the Royal Society of Chemistry in Guildford, Surrey, he said: "Unless, in the United Kingdom, there is a change of national policy towards energy and feedstock pricing, it is unlikely that we will see any significant value being made of the positive factors which could be provided by United Kingdom oil and gas."

Regardless of economic theories or political judgments, he continued, the end result in 1981 was an international comparison between principal energy sources which placed United Kingdom prices at levels between 10 and 25 per cent higher than in the rest of the EEC for fuel oils and gas, and up to 50 per cent higher for supplies of electricity.

He warned: "The United Kingdom position, far from expanding rapidly as a result of our North Sea resources, may remain severely contracted

unless there is a significant shift in national energy and industrial strategies towards energy intensive and other heavy sectors of manufacturing industry."

Dr Caudle cited a number of factors which had influenced the collapse of demand and output, including the depression of domestic demand by production levels, let alone take part in the expected European recovery.

The hard-pressed paper and board industry, now 20 per cent smaller than a year ago, said assistance to companies on energy prices had fallen short of reasonable expectations and was "almost meaningless".

The British Paper and Board Industry Federation said that paper makers, which have closed 18 mills and 49 machines with the loss of nearly 10,000 jobs in the past 15 months, remain at a disadvantage compared to their foreign competitors.

Read Paper and Board (UK) yesterday announced the latest company to announce redundancies. About 160 of the 800 workers at the company's Colthrop Board Mills at Thatcham, Berkshire, are to lose their jobs over a year, as the mill has operated at "a serious and unacceptable loss".

On gas prices, the federation said that only renewal rates for interruptible supplies had been frozen, not the prices themselves, and as a result companies were faced with in-

creases of up to 25 per cent on top of a 45 per cent rise in 1980.

The electricity tariff reductions for industrial management are still not clearly defined or understood, but it is becoming increasingly evident from companies who have already approached area boards that few, if any, paper mills will be able to benefit."

The federation also complains that investment grants for conversion of boilers from oil to coal are "inadequate and unconvincing". Although £50m of support was being offered, in one company alone the cost of conversion was between £5m and £15m for each of its four largest mills.

"The proposed 25 per cent grants would therefore still leave a massive investment cost to be borne by the company even if the government were prepared to allocate a large proportion of its £50m support to the paper industry."

In addition, the increased tax on diesel fuel would cost the industry about £4m, which more than offset "any of the small benefits" announced in the Budget.

The federation said last year, with the exception of the soft tissue sector, every major section of the industry post growth and "most mills which made tiny profits, broke even or sustained small losses can be considered to have done well".

Last year, about one million tonnes of capacity was lost, reducing the industry's total capacity to about 3.75 million tonnes. In January this year, Financial editor, page 25

## LETTERS TO THE EDITOR

## Cooperating to reduce inflation

From Mr J. R. Sargent

Sir, Mr Patrick Minford's account (April 7) of an inflationary process originating in higher public spending and an increased money supply may well be accepted by (a) quite a large number. But not all of these would accept that the process can be simply and satisfactorily reversed by lower public spending and a decreased money supply. When an expansionary policy is launched, a higher rate of price-inflation may well be followed quickly by a higher rate of wage-inflation, in such a way that the incentive to raise real output is lost. But will money wages respond as quickly to prices in the downward direction?

Studies of the past relationship between wage-inflation and price-inflation have supported the idea that a change of 1 per cent in the latter is associated with a change of 1 per cent in the former. But these studies have been based on the evidence of a past in which changes have been dominated by rising inflation; and it does not follow that the one-to-one relationship can be expected to reproduce itself in reverse when inflation is falling.

A careful interpretation of the evidence, and an appreciation of the realities of our collective bargaining system, should have warned those who advised the Government to pursue its present policy of the likelihood of a substantial lag in the response of money wages to the decline in price-inflation. The neglect of this has helped to bring us where we now are, a situation of depressed profitability, output and employment which only the most dogged of monetarists could still describe as the "transitional" effects which were mentioned in their prospectus.

Experience suggests that a programme for lowering inflation without permanently lowering output will need to include some positive action to encourage the necessary adjustment of money wages other than through the pressure of unemployment itself. Yet the Government threw away the card marked "incomes policy" in advance. Recently they have given the impression of feeling around for it while pretending not to.

Perhaps the time has come to stop pretending, and to seek

the support of organized labour in ensuring that the downward movement of price-inflation under monetary and fiscal restraint is accompanied by a corresponding movement of wage-inflation. Unless the Government and the unions co-operate in this, the outlook for the economy's productive capacity must remain bleak.

If a policy's implementation is proving to have undesirable effects, one does not have to advocate the opposite; it is only (or unless) it is adequately recast. There are risks in reflation, an incomes policy in that it would on past experience be difficult to operate effect. This argues for a neutralist. But the Budget decision press on regardless (pao Financial Secretary) in a contrary direction. (While may appeal to Patrick MI I fancy that rather more 364 economists see it triumph of dogma over evidence.)

Yours faithfully,  
J. R. SARGENT,  
8 Furlong Road,  
Albion Lodge,  
London N7,  
April 7.

## Archbishop's views on morality in business

From Miss Kathleen Dawes

Sir, I gather that the Stock Exchange has been concerned by the Archbishop of York's reference to it in his Lenten talk on March 29. I did not feel, however, that he was criticizing the Stock Exchange as such, but rather the use some people make of it.

I was somewhat shocked myself to realize that by selling some unit trusts before an election and buying back afterwards, or buying some government stock before and selling afterwards (if I had had the nerve and desire to do this), I could have made a few hundreds of pounds.

In one of her reviews Dame Rebecca West, in talking of some of America's difficulties after the last war, indicated that one seemed to be the difficulty of persuading people to invest in industry instead of treating the Stock Exchange as a great big beautiful betting shop. I do not know whether the Archbishop—or for that matter many other people—ever contemplates the enormous complex edifice of finance and industry, accompanied by a vast expansion of population which has been built up during hundreds of years—and which can be shaken by panic or the Arabs putting up the price of petrol etc.

I sometimes say that it all started with the invention of a symbol to denote, and the discovery of some Italian bankers that they could land more than they had in their coffers. But

that may merely be my fancy. In any case we could not possibly do without the Stock Exchange to channel funds into industry and keep this complex system going—and it may be that the possibility of making something for nothing is inseparable from the system. This, after all, can be done in many different ways—for example, at Aintree or wherever.

The Stock Exchange in performing its useful work—indeed vital work—cannot be regarded as responsible for the peculiarities of human nature.

On the other hand the Christian Church is bound to try to have some idea of what may be regarded as a responsible attitude to money. I gather that there is a fair amount of "personal liquidity" floating around. My small share of it is by no means the result of my own efforts but due to an indexed pension, two spells in NHS hospitals, gifts from friends and the like.

I feel sure that those who have money are in many cases doing what they can to help. But I feel that spare personal liquidity should be channelled to socially useful ends. Mr du Cann feels that the Stock Exchange would be perfectly capable of raising private investment to pay the necessary public works which would help employment and bring work to private firms.

Yours faithfully,  
KATHLEEN DAWES,  
25 Bradford Road,  
Trowbridge,  
Wiltshire BA14 9AN.  
April 7.

## Cost of HMS publications

From Mr John Harrison

Sir, Further to Mr Rose's (April 2) and his comparison of the HMSO with commercial publishing, it must be in mind that the texts of Acts and other statutory have to be printed by HMSO to enable Parliament to function.

Surely, the cost of papers to members of a public should be more based on the marginal (running off additional) rather than expecting members of the public effect, subsidize Parliament it not in the national interest that interested members public have unrestricted to such papers, in par Bills and Green Papers, the Government is all receive submissions from with specialist interests?

Mr Rose also refers to printing machines. Perhaps the HMSO do modern computer type for if they do, how can justify charging, for example, £4.50 (in 1980) for a 14 Finance Bill and then £6 the 176 page Act of which of the text is common 'Bill'? Even assuming the putters are not in fact a maximum advantage, i.e. Acts are reset from scratch also that any likelihood higher sales of the Act; regarded in price-setting is left to deduce the HMSO's overheads increase almost 22 per cent in 11 months between the resubmitting dates of April September.

JOHN HARRISON,  
7 Regal Lane,  
Regent's Park,  
London, NW1 7TH.

## Higher pay rises granted in the public sector

By Patricia Tisdall

Management Correspondent  
Public sector chemists and engineers received considerably larger pay increases last year than their counterparts in private industry.

Pay for engineers in the public sector went up by 27 per cent between January, 1980, and January, 1981. The corresponding increase for the private sector was 19 per cent.

Public sector chemists' pay rose by 26 per cent. This compares with an 18 per cent rise for chemists in private industry.

The April Top Pay Unit Review produced by Incomes

Data Services yesterday also shows that the median annual salary of public sector engineers and chemists in most categories has outstripped that of their privately employed equivalents.

The median salary of an engineer employed primarily as a research and development manager was £12,660 in January, compared with £11,110 for his counterpart in private industry.

A chemist in the same category showed a median salary of £13,750 against £12,750 in private industry. Top Pay Review is produced by IDS, 140 Great Portland Street, London W1N 5TA, price £45 for 12 issues.

## Italy leads exchange of technology for Arab oil

From John Earle

Rome, April 9  
Italy has taken the lead in mobilizing the countries of southern Europe to lay a permanent framework of cooperation across the Mediterranean by exchanging technology and expertise for oil from the Arab world.

This was the main outcome of a three-day seminar organized by ENI, the state hydrocarbons corporation and co-sponsored by OPEC (the Organization of Arab Petroleum Exporting Countries). It was attended by 15 ministers, and other representatives from the Arab world and from southern Europe including Portugal, Spain, France, Malta, Yugoslavia, Greece, Turkey and Cyprus.

The meeting ended today by approving a programme to set up six working groups to study different aspects of economic collaboration. ENI is to establish a mission with OPEC's headquarters in Kuwait to follow up the process.

Signor Alberto Grandi, ENI's chairman, said: "It is precisely in the Mediterranean and Middle East areas, which for historical and geographical reasons have always been economically integrated, that a re-discovery of rational planning through development must be affirmed."

The working groups are to study interdependence between OPEC and the OECD (Organization for Economic Cooperation and Development); exploration for oil and natural gas; joint ventures for downstream integration, in transport, petroleum, refining, marketing, distribution, and petrochemical activities; manpower training; research and technology in hydrocarbons processing, nuclear and other energies.

The French were said by participants to have responded enthusiastically when first invited. But eventually they sent M Pierre Aguirre, Secretary of State for Research, and M Pierre Despres, President of the Petroleum Institute.

Unlike most Arab states, the Saudis did not send Shaikh Yassin, their oil minister, but a deputy, Mr Mahdi Al-Khalil. Relations between ENI and Saudi Arabia have never been the same since a scandal in late 1979 over the promised payment of over \$100m (£45.2m) in "commissions" on a deal between ENI and Petromin, the Saudi state corporation.

## Trade Indemnity

### Highlights from the Accounts

	1980	1979
Premiums Written	£26.93m	£21.80m
Profit after Tax	£2.61m	£2.35m
Shareholders' Funds	£11.10m	£9.45m

### Points from Mr. P. R. Dugdale's Statement to Shareholders

Against the background of a deep recession and an ever-increasing number of business failures, it may seem paradoxical to announce a record profit for the Company in respect of the year under review. I must emphasise, however, that the accounts for the year ended 31st December, 1980, include the profit of £3,566,280 earned on the 1978 underwriting account during a time when trading conditions were very different from those of late 1979, 1980 and so far in 1981. The 1979 and 1980 underwriting accounts remain open in our books and in their own way show only too clearly why the protection, security and services offered by the Company have been so much in demand in recent times—a situation that is certain to continue in the foreseeable future.

**RESULTS**  
To the underwriting profit of £3,566,280 must be added investment income of £1,714,461. After allocating £48,087 to the proposed Employee Share Scheme and charging taxation of £2,627,000 the net profit for the year was £2,605,654.

The recommended final dividend of 4.14p per share, together with this interim dividend of 2.2p, represents an increase on the previous year of 13.2%.

**GENERAL**  
The recession has inevitably made heavy demands on the Company and perhaps the best yardstick of our achievement last year was that, in a period when manufacturing output in this country fell by a record 9%, we covered a substantially higher value of transactions. The turnover insured by the Company in the United Kingdom and overseas rose by 7.2% to just over £11 billion.

New business premiums doubled from approximately £1.9 million to nearly £3.8 million. At the same time, the number and value of policies not renewed remained at a low level and the net gain in new business made a substantial contribution to the overall growth in premium income.

**PROSPECTS**  
So far in 1981 we have seen continuing growth in all areas of our business. Even if there should be some revival in the economy in the latter part of this year, as now seems possible, it is not likely that there will be any significant reduction in the number of business failures.

PREMIUM INCOME (£ million)				
1976	1977	1978	1979	1980
£14.79	£18.58	£19.81	£21.80	£26.93

Copies of the Report and Accounts for 1980 are available from The Secretary, Trade Indemnity House, 72-74 Great Eastern Street, London EC2A 3AX.



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## BANRO CONSOLIDATED INDUSTRIES LIMITED

Satisfactory results despite worldwide recession and disruption within the automotive industry.

Results to 31st December	1980	1979	1978
Turnover	£19,858,327	£15,754,402	£14,761,008
Profit before tax	£901,497	£1,156,646	£1,073,278
Profit after tax	£889,105	£935,286	£542,147
Earnings per share	15.2p	17.2p	9.9p
Dividend per share (net)	3.0p	3.0p	2.197p

66 I consider the results are satisfactory and reflect great credit upon the management of each subsidiary. Establishments Familiar of Penin S.A., in France, made a very good contribution to profits. The downturn in activity during the second half of 1980 has continued into 1981 and the indication is that profits are anticipated but they are likely to be at a low or level than those achieved in the first half of 1980. The finances of the Group remain sound and your Board propose a total ordinary dividend of 3p per share.

Your management team has intensified its efforts to pursue new diversified products resulting in the purchase, from a German company, of a technical and licence to manufacture and market Lignotock, a composite wood and resin based product offering savings in weight, increased strength and durability, which will enable designers to greatly improve the interior of their cars. The initial response from the leading U.K. manufacturers is very encouraging.

66 I view future prospects with confidence in the knowledge that creative steps have been taken to ensure the continued growth of the Group in years ahead.

Edward Rose, Chairman.



The principal activities of the Banro Group are the manufacture of framed windows, rolled sections, pressing, extruded plastic profiles, motor car body components, oil highway, vehicle components, the continuous plating of metal in oil highway and electroplating applications. For the sea, air, road, rail, domestic appliance and building industries.

Subsidiary Companies: William Bate Plated Ship (International) • Penesinite • Edward Rose (Birmingham) • Edward Rose (Telford) • Edward Rose (Sections) • Edward Rose (Plastics) • Edward Rose (France) • Familiar & Penin

Copies of the Report and Accounts may be obtained from the Secretary, Edrose Works, Pelsall Road, Birmingham, West Midlands B58 7HP

مكتبة الامم المتحدة



BY THE FINANCIAL EDITOR

## British profits let Bowater down

It has been a frustrating year for Bowater. All the progress it has made in North America, as its substantial capital investment programme there started to bear fruit, has been outweighed by the impact of the recession on its British businesses.

So, having been five per cent up at the start of the year, final profits run out at £85m, a fall of nearly 7 per cent.

Operational profits from North American companies, reflecting the installation of a fifth newsprint machine at Bowater's Tennessee plant, were almost a quarter higher at £31m. In Britain, though, where newsprint demand remained flat and where high sterling cost profits £5.7m against £7.9, the story has been entirely different.

Bowater, like its competitors, has been losing papermaking plants and reducing capacity in other areas (including the closure of the Ellesmere Port mill). The cost in redundancies has been £12m and 3,500 jobs, reducing the United Kingdom workforce to 6,500. Asset write-offs totalled a further £10m.

At the end of the year United Kingdom profits had collapsed from £32m to £13m, a loss only mitigated by good performances on tissue companies and Bowater's most recent diversification, builders' merchanting.

The market, though, sees Bowater's relationship with a point made in a modest bid (by manufacturing standards) of 61 per cent with the shares up 10p yesterday, to 263p. If American results can be sustained, which Bowater believes they can be—and British profits, aided by lower sterling, start to move again later this year as the recession eases, Bowater would finally move its long-term profits plateau. Meanwhile, shares provide a comfortable haven, rising is only 36 per cent.

### Automotive Products sales, but of profits

Automotive Products had to pay a heavy price last year to hold on to market share against a previous profit of £13.5m to losses of over £3m—a figure which includes £2.5m of redundancy costs.

But the fact that the group felt able to take a dividend reduction of only 5 per cent only added fuel to recovery hopes which are currently firing the market. AP's shares rose 3p to 56p to yield 7.7 per cent with the payment twice covered by a heavy tax credit. On a current basis however the pre-tax loss rises to £13m producing a loss per share of 11p.

AP's view after a terrible second-half is that the upturn must arrive eventually while in the meantime lower interest rates, more realistic exchange rates and declining inflation should at least provide some breathing space.

After pushing turnover ahead 5 per cent £206m last year—although it dropped 12 per cent in real terms—AP should be in a strong position to take advantage of any significant improvement in conditions in the motor trade. However, recent signs of improved demand from the distributors possibly reflect little more than the fact that they are almost completely bare after a year of destocking. There is no evidence that confidence has improved sufficiently to lead to significant re-stocking.

For that reason, although AP may manage to avenge for the first half and a small fit in the second, real recovery hopes run as far ahead as spring of next year. In an engineering sector awash with recovery, AP's shares may have edged high enough for the time being.

### Philips in the battle ahead

Philips is something of a test case for the European manufacturing industry. The electrical giant faces fierce technological and price competition from Japanese and other Far Eastern firms, and as its units struggle, it has a tough fight on its hands.

Philips starts with several advantages. It is an established and well-managed, a household name around the world with a strong customer base in its homeland. It still accounts for 60 per cent of its sales.

The company has stayed in the forefront of technological innovation, critical for survival in electronics. The inventor of the video cassette and one of the first manu-

facturers of the video cassette, it is heavily committed to the next generation of digital and optical technologies. Last year Philips spent 7.5 per cent of sales income, or about £12,740m (£528m), on research and development, all charged to profit.

Philips also has the advantage of a worldwide sales network. The security this provides is evidenced by the 10 per cent increase in 1980 sales to £136,536m, despite weak economic conditions. But this success, which was most notable in the highly competitive colour television market, shows up on the other side of the balance sheet.

After tax profits fell by 13 per cent to £1532m, or 1.5 per cent of sales compared with 1.8 per cent in 1979. Profits earned by Philips NV, the Dutch parent company, were not enough to cover a maintained dividend. Only by consolidating the good results from the United States Philips Trust could a mere £119m be added to retained profit.

The message is that European costs and competition are placing Philips under intense pressure. Margins are suffering. The company is hitting back with two weapons. The first is a sweeping reorganization of its European manufacturing, concentrating on much higher productivity and quality.

Philips is looking to big new factories concentrating on one product for the whole European market. This strategy has been speeded up so that the 1980 accounts contain a provision of £1600m. It is likely that the European workforce will be cut by more than 10,000 in 1981.

The second approach is to move more aggressively into overseas markets. After the acquisition last year of General Telephone and Electronics in the United States, Philips has some 15 per cent of the American television market. In a bold move, it has bought 43 per cent of Marantz, a top-quality Japanese audio manufacturer. It is also cooperating closely with Sony and others on the digital disc.

But Europe remains a high cost area, wages always tugging in the opposite direction from efficiency and productivity. It will be a long haul.

### European chemicals Over the worst

No-one is escaping the ravages of the European chemical recession. But the way the German majors are standing up to one of the worst ever downturns of demand is a measure of the job other groups like ICI have on their hands in making a decent return in the cut-throat competition of world export markets.

All the same, the big three German concerns are hardly moving in spite of fourth quarter figures from Hoechst and yesterday Bayer are showing improvement on what now looks to have been the nadir in the third quarter whereas BASF with its heavier emphasis in bulk petrochemicals saw its profits collapse by two-thirds in the last three months.

An accounting change has made Bayer's overall figures more difficult to interpret but on a comparable basis 1980 pre-tax profits rose 11½ per cent to DM 1,566m. This points to a reasonable fourth quarter after the slight downturn recorded at the nine-month stage. But with the AG figures down by a tenth at DM 823m, there has been a much less happy time in domestic markets where the 3 per cent volume drop was made worse by the higher cost of imported raw materials than in export markets and overseas operations where the weakness of the Deutschmark has been such a boon.

Chemical factors—the DM has dropped by over a fifth against sterling in the past 18 months—and cheaper energy costs have made German chemical producers well-nigh impossible to live with for groups like ICI. The German companies seem to be a little more sanguine about the demand outlook suggesting that volume is now picking up following the end of the destocking phase in the last quarter of 1980.

But the further weakening of the DM this year has made the Germans less aggressive on price rises than their competitors would like, and with naphtha prices easing customers are still reluctant to accept increases.

With their domestic markets going into the recession rather later than Britain or America, the recovery in the German majors could be less pronounced and reduced dividends already indicated by BASF makes them less attractive on a yield grounds than ICI. But at this stage yield grounds are the United States groups like Du Pont which look a better bet on recovery grounds especially if the DM gets back into its stride.

The Treasury Committee's report on the Budget has been reported as critical of government policy; but it is in fact a remarkably mild document when one recalls the Opposition's rage at the Budget proposals and the barely concealed fears and reservations of the Conservatives (inside and outside the Cabinet).

The mildness partly arises from the committee's view that the medium term strategy has been modified along the lines proposed in its report on monetary policy. The committee, modestly enough, does not claim any credit for this and it could hardly do so, since the report was published only a few days before the Budget.

It does, however, argue that the medium term financial strategy (MTFS) has departed "significantly" from the version presented last year. It cites five pieces of evidence to support its view—a more tentative statement of the monetary targets; the inclusion of a broader range of indicators, including the exchange rate; a more modest monetary target relative to the expected inflation rate; a shorter time horizon for the strategy; and the accommodation of a large increase in the money supply during 1980-81.

With one exception I do not think that the evidence shows that the MTFS has been modified; rather it shows that the committee chose to attack its own mistaken version of it. The one exception is that the Government did indeed allow considerable overrun of the money supply limits in the conditions of last year, but I would not deduce from that, nor from the expression "the main thrust of the financial policy", that the Government attaches any less importance to the need to control the money supply now than it did last year.

It was always assumed that the targets would become progressively less tight relative to inflation and I do not believe that the role of the exchange rate as an indicator has changed.

I cannot share the committee's assertion that the time horizon has been reduced by one year. I think this is deeply regrettable since it is still so important to emphasize a longer-term commitment to the reduction of inflation.

Missiles which seek out target vehicles by homing in on the heat from their exhausts, special binoculars which enable troops to see their enemy at night—these are among the military products of "thermography". But the sensors and techniques which were developed originally to detect heat differences for this sort of military purpose are now being applied to a variety of civil industrial and medical uses.

All objects radiate infra-red energy, and hence their temperatures, quite independently of ambient light, and the pattern of temperature difference can be viewed as an identifiable thermal picture using an appropriate infra-red detector.

In civil use, thermography is used by security services for night vision, by emergency services to locate people

### Technology

trapped in smoke-filled rooms, as a medical diagnostic tool to indicate body "hot spots" and for a variety of industrial tasks. Among these industrial tasks, there have been striking advances in recent years in the use of infra-red thermography for energy surveys in factories and offices. The heat distribution in industrial processes can be studied; a significant contribution to energy conservation can be made by locating sources of waste heat and ineffective insulation inside and outside buildings.

Individual buildings can be examined, both internally and externally, using hand-held viewers. For a picture of a complete site, aerial surveys (usually conducted at night) can provide a literally illuminating glimpse of unexpected heat losses.

A 1978 aerial survey funded by the Department of Energy to assess the use of this technology on heat loss examined four industrial and three urban areas. One of the companies whose sites were surveyed, Pilkington Brothers of St Helens, Lancashire. Its energy action group reported (besides measures to improve roof

insulation which the survey had shown to be necessary) that a loading bay for lorries was seen to be losing heat from its heating panels at night when the bay was not in use; a workshop was identified where the temperature controller was out of action; a supposedly well-insulated store room was seen to be losing heat (this was traced to hot ducting in the roofspace that needed lagging); inefficient steam traps were identified; an underground steam pipeline was shown to be insufficiently insulated (as a result it was scrapped and replaced by another heating system); ventilation roof-vents were seen to be open (traced to faulty mechanisms).

These were but a few of many benefits obtained from the survey of the St Helens sites. The same company has gone on to continue to use both ground-based and aerial thermography to give cost-effective energy saving and plant condition monitoring.

In general, the relative temperatures show up as differences in shading (either in black and white or in colour), with different shades corresponding to known temperature differences. A roof which appears as white in the picture will be relatively warm; one which appears black will be cool. White areas on an otherwise black roof can indicate faulty or absent insulation. A thin white line can trace the otherwise unknown path of an inadequately insulated steam pipe.

Other factors such as the construction materials and weather conditions also affect the "imagery", as the pictures are called. In a good example of the well-established diversification practised at the Atomic Energy Research Establishment at Harwell an image analysis group is working on ways of using thermography to provide quantitative information from the aerial surveys.

Earlier, on a visit to the Royal Signals and Radar Establishment, a recent Department of Energy seminar on thermography and energy management Dr Gill Haigh of Harwell reported that the technique was valuable for identifying building defects, because these were often associated with a change in the external temperature. Examples included damaged insulation, water penetration, uninsulated girders, air leaks around windows and steam leaks.

In industrial use for plant monitoring, Mr M. A. Barrie of the AGA company told the seminar, thermography could make it possible to look at design, workmanship and materials failure. Uninsulated observation holes in a furnace, unlagged steam pipes and a complete breakdown of insulation in a crude oil storage tank in which the oil is heated to keep it at the right temperature were among the faults that had been revealed in this way.

Aerial surveys, though effective in enabling large and complex sites to be surveyed instantly and objectively, remained at present more a qualitative than a quantitative aid, Dr David Williams of Clyde Sur-

Alan Budd

## Muddled thinking about the financial strategy

Again, I do not believe this is a deliberate change in the strategy, but it is an unfortunate consequence of the Government's reluctance to publish public expenditure plans four years ahead.

The report appears in general to accept the Government's forecasts for 1981-82. It also believes that the achievement of the target range for the money supply of 6-10 per cent should be easier this year. The main questions it raises are about the prospects for sustained recovery.

Its discussion of this point seems to be somewhat muddled since it confuses arguments about the short term and the medium term. Some space is devoted to the rather arid debate about whether, and to what extent, the Budget was deflationary.

The Report settles for the conclusion that the Budget tightened fiscal policy by £5,000m. But that is a hopelessly one-sided view of it. At one point the committee says: "We welcomed last year the simultaneous publication of public expenditure plans and the forecasts of tax revenue at Budget time." It goes on, fairly, to criticize the problems of comparing the Budget statement, the MTFS and the figures in the Public Expenditure White Paper; but surely the committee recognizes that the fiscal effect of a budget includes both revenue and expenditure. Any assessment of the impact of the Budget must take into account the fact that public expenditure in 1981-82 is now expected to be more than £6,000m higher than was planned a year ago.

The report questions whether a de-

flationary Budget (on its definition) is consistent with economic recovery. It quotes Mr Nigel Lawson's speech to the Institute for Fiscal Studies:

"It is the Government's contention that it is essentially the growth of the money supply in relation to inflation that will be the prime determinant of the overall level of domestic demand and hence output in the economy, and not the fiscal stance."

It is quite clear from the context that Mr Lawson was talking about the short term. The report appears to accept that argument, but then goes on, quite irrelevantly, to criticize the view (which no one holds) that the MTFS determines the rate of growth of the real money supply (ie, the money supply adjusted for inflation) and of output in the longer term.

The logic of the Government's strategy is as follows. The MTFS determines the growth of the money supply. This in turn will tend to determine the growth of nominal output. If inflation continues at a faster rate than the growth of the money supply, output will fall, but once inflation adjusts—as now appears to be happening—there is scope for real output growth within the monetary constraint. The Treasury is now hoping for a recovery of output of this type.

In the longer term the real growth of output will depend on the technical performance of the economy. The inflation rate will depend on the growth of the money supply less the growth of output (and on any changes in the velocity of circulation). These factors

in turn will determine the growth of the real money supply.

Thus the report has it exactly the wrong way round. The Government does not believe that in the longer term the growth of output depends on the growth of the real money supply; on the contrary it believes that the growth of the real money supply depends on the growth of output. It is one thing to question the Government's arguments; it is another thing to misunderstand them completely.

It is said that this may be the last report on general economic policy, at least for the time being. I believe this would be unfortunate, since there are still major questions to be raised about the Government's strategy. The report rightly criticizes the cuts in public investment. I believe that this part of the Government's policy is barely defensible.

I am surprised that it does not emphasize more the much poorer outlook for personal tax in this year's MTFS. The "fiscal adjustment" (which is inevitably a flimsy calculation) in 1983-84 is now only enough to offset the rise in the personal tax burden expected this year. That is a most damaging admission, given the importance attached to the "supply side" effects of cuts in income tax.

Finally, there is the central question about the economic strategy. Is it really true that the reduction of inflation is the necessary condition for sustained economic growth, as the Government so often asserts? A high price has already been paid in terms of the recent fall in output and the Government has now halved the assumed rate of growth over the next three years.

It is surely right that the committee should continue to press the Treasury to explain how far the recession has been due to its counter-inflationary policies, and to the extent that it has, to ask whether the price is worth paying. These questions are worth asking regardless of whether individual members support or oppose the strategy as a whole.

The author is Director of the Centre for Economic Forecasting at the London Business School and a former adviser to the Treasury Committee. He resigned in March over a disagreement about the role of advisers to the committee.

## Saving money by 'seeing' heat



A thermal photograph (right) of the house on the left. The lighter areas show where heat is being lost from the house.



weys (Formerly Fairey Survey) admitted. But the scale of a monochrome picture could be colour-coded to produce images in which temperature differences of only 1° centigrade could be indicated by different colours.

Dr Susan Fritchard, of Harwell, summarized the value of, and response to, the infra-red imagery. It gave an easily understood overall view; indicated priorities; exposed unexpected heat losses; and had an impact on management. Responses typically were to fix faults; switch off unnecessary heating; provide floor controls; and improve insulation. But it is at Malvern, I had seen a film which effectively empha-

sized the link between the military and civil uses of this "see what can't be seen" technology. An infra-red film taken at night showed an armoured vehicle moving across open countryside. The vehicle was visible in almost as much detail as it would have been in daylight.

But, more than this, the night watcher could clearly see the one short-boarder that was overheating (because its whiter-than-whiteness showed up clearly). This is the power of the tool that is now helping industry to cut down its substantial energy losses.

Kenneth Owen

## One of the world's most exclusive hotels

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Following a major refurbishment, at a cost of several million dollars, the King Edward reopens in May to resume its rightful and historical place as one of the world's most exclusive hotels.

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## Business Diary: Making Europe safe for Unilever

The past forty-eight hours of Britain's top business leaders and other worthies have been crowded inside London's later Continental Hotel for the latest in a series of Round Tables organized by European Management.

Speakers addressing the or so participants at the long gathering have included Sir Tebbit, the lean and wiry looking industry minister, Norman Lamont, the Labour and holding the for the SDP, Shirley Armstrong, who dealt with the sequences of the rearmamentish politics.

Williams had to say but, fortunately, these affairs are d to the press; hence, says Geneva-based Forum, they executives the possibility old frank and practical sions between themselves with prominent representa of the countries con-

Forum, which runs an el symposium in Davos year's was chaired by Mr and Heath, brings together executives throughout the d and assured them that will be part of the

"direct, personal, high level links vital to business advancement."

A high level of secrecy is maintained about the membership of the Forum.

However, chairing the United Kingdom Round Table has been Sir Patrick Meaney, chief executive of the Thomas Tilling Group flanked, appropriately, by a number of other knights or speakers, including CBI president Sir Raymond Pennock and another CBI stalwart, Sir Alex Jarratt, chairman and chief executive of the Reed Group. Also in attendance at the opening dinner was Jeffrey Benson, director and chief executive of the National Westminster Bank.

The proposition that in Europe politics is too serious to be left to the politicians was on the menu at a City lunch yesterday.

The occasion was the 90th anniversary of the British Chamber of Commerce. The principal speaker was Sir David Orr (right, photographed by Bill Warhurst yesterday), chairman of Unilever and former joint chairman of the chamber.

Sir David, speaking at Carpenters Hall, evidently has a growing chip on his shoulder since the recent poll which suggested that more than half of Britons would like to pull out of the EEC.

He was asked to deliver a speech entitled "Does the EEC mean business?" by the present joint chairman, Ari de Gues, a director of Shell International and James Clesminson, chairman of Reckitt & Colman.

Like Sir David, they are evidently concerned that, unless business speaks out, the politicians will so bundle it that the withdrawal from the EEC is a big issue at the next general election here.

Sir David said the "spirit of cooperation" was vanishing within the EEC, and there was a serious threat to the Community posed by budget deficit. He said that the common agricultural policy needed reform in order to eliminate wasteful surpluses.

Accordingly 200 top United Kingdom and Dutch business people bought tickets for yesterday's affair (£22.50 a head, plus the EEC's VAT) on the expectation of working the office by saying they had rubbed shoulders with royalty.

The Prince, I am told, abdicated this honour in a huff, after a mix-up over the invitation.

The only royal presence was that of Princess Juliana herself in a painting on the walls of Carpenters Hall. She is an honorary member of the Carpenters.



He told me that as a "warm" supporter of the EEC he was dismayed by the ineptness of ministers, "whether it is the agricultural ministers or the foreign secretaries."

He said: "I think they carry their squabbles into the open and blow up small issues because of the impression that they are going to make when they are reported back home. I think this is hurting the atmosphere badly."

I think the Commission themselves do not seem their case very well. They do not seem to do their persuasion in advance."

That could just as well apply to the chamber, who had billed as their guest of honour their patron, Prince Bernhard, consort of Princess Juliana, The Netherlands' Queen Mum.

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chosen this word in preference to "marketers" or "marketers" because it expressed supremacy in marketing much as "professor" more so than "lecturer" spells supremacy in teaching.

Paul Bazalette, senior partner at stockbrokers Phillips & Drew, has written to protest his firm's innocence in the matter of the ban on bicycles from the office underground car park I mentioned the other day.

The blame, Bazalette explains, lies with "our stern landlords," a call to the landlords, the English Property Corporation, elicited that they have no general ruling against the parking of bicycles about their many properties.

Who then banned the bikes? Step forward Terry Mason, housekeeper for Lee House, off London Wall in the City where Phillips & Drew are tenants.

"Let in one, you get a hundred," says Mason. Bazalette says that Phillips & Drew will be happy to discuss EPC's portfolio with them "for the usual modest fee".

Now read this, Sir Geoffrey. Non-professionals in Sweden who pick wild berries and edible mushrooms are to be allowed to sell £507-worth before paying tax. A lot of votes around Wimbledon Common in this one.

Ross Davies







## FINANCIAL NEWS

## Bibby plan to counter French imports

J. Bibby, the agricultural and industrial group, this week launches a range of new turkey products aimed at beating the rising French turkey imports that flooded last year's Christmas sales.

Of the total turkey market of 20m birds, the French sold 2m to British customers. Although Bibby maintained its market share at around 10 per cent of sales, profits were squeezed and the group is looking to increase sales this year with the new processed turkey products.

Presenting the accounts yesterday, Mr Leslie Young, chairman, said Bibby should be able to match last year's results in the coming year. In 1980 Bibby achieved 11 per cent pretax profits growth of 10.8m.

With gearing at a low of 7 per cent and cash resources of over £6m the group aims to send some £10m this year on organic growth.

## Lubroid tops £2.2m record year

A 27 per cent rise in pretax profits to a record £2.26m for 1980 is reported by Lubroid, a building products specialist contracting, paper and plastics group. This was achieved on a turnover 23 per cent up at £45.21m.

This is the fifth consecutive year of profit growth. Earnings were doubled in two years and grew five-fold in 1975-80. A total dividend is going up 21 per cent to 5.35p gross, up 3.1 times.

## Stanley Gibbons interests to be sold

It is announced by Lestrat at time of its half-year results, non-philatelic interests of Stanley Gibbons offshoot being significantly curtailed, recent has been reached in a sale of the sale of Mapery and of Stanley Gibbons. The former is being sold jointly by Mr B. rden and James (Norwich) tions, while the latter is acquired by its existing management.

## William Sindall ses dividend

Turnover up from £20.51m to £29.35m, pretax profits of £1.1m, the Cambridge-based building and civil engineering group, rose from £218,000 to £413,000 last year. The total dividend is up from 6.42p to 7.85p.

## Midland Inds falls, lifts payment

The 12 months to December 1980, pretax profits of Midland Industries slumped to just 00—which on a CCA basis loss of £238,000—compared a pretax profit of £2.5m the previous 15 months. However, a dividend of 3.71p grossing paid, against 4.28p for 15 months, which is 3.42p on a normalized basis.

The board says it feels led in recommending an increased payment in view of the group's current performance and its confidence in the future.

## yet to benefit cord year

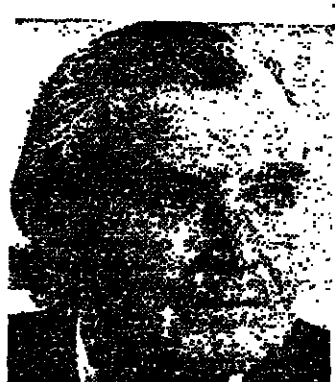
Financial Group's chairman, reported that writing his annual report, he has seen little sign the United Kingdom's economic clouds are dispersing. The Budget cut in the under-16s welcome the under-16s to the customers to commit themselves to significant future is likely to be of importance in the next months.

## Morgan Crucible slumps to £10m

By Our Financial Staff  
Carbon ceramic and crucible maker Morgan Crucible saw pretax profits dive by 47 per cent to £10.03m in 1980.

Trading in the United Kingdom fell from the second quarter onwards with the recession making itself felt more severely in the last four months of the year. Trading was helped by the 3 per cent increase in exports to 59 per cent of total sales and a "brilliant" performance from the group's overseas companies, the board said. However this was not enough to compensate for weak United Kingdom demand.

At a meeting in London, Mr Ian Weston-Smith, chairman, said yesterday that there had been a "flickering of spring" in recent weeks. Orders, he said, while wholly satisfactory, were showing slight signs of improvement. The decline in United Kingdom demand had continued in the first quarter, but it appeared to be steady, suggesting that the severe destocking in the automotive and consumer industries might be near an end.



Mr Ian Weston-Smith, chairman of Morgan Crucible.

On sales higher at £123.7m against £113.28m in 1979, trading profits were down 28 per cent at £12.8m. But it was investment income, lower at £199,000 against £327,000, and interest charges, up to £2.9m from £1.9m, that held back pretax profits.

Interest charges were up following increased borrowings during the year to finance two acquisitions, Franklin Oil and DIA, made in early 1980. DIA, Mr Weston-Smith said, had traded satisfactorily. Borrowings rose by £4.6m, of which £3.8m was for the acquisitions, and £800,000 for trading activities. The group has a gearing ratio of 33 per cent.

Redundancy costs and relocation of plant took about £1m in the second half of the year, and the cost of redundancies continued into the first quarter of 1981. Much of the costs came from reducing one activity in the special carbon division which had suffered for some time from Far Eastern competition.

Results from the four trading divisions were mixed. The thermic division—supplying high temperature equipment—was particularly weak.

The final gross dividend is unchanged at 4.2p, making a total payment for the year of 10.7p. The share price slipped back 3p from 144p, the year's high.

## Associated Book drops sharply despite rally

By Margaret Pagano  
Associated Book Publishers managed to recover in the second half from the fall in profits at midway to report full-year pretax profits of £1.9m for 1980.

This was still a fall of 55 per cent from the £2.95m made in 1979, but is an improvement on the plunge from £1.02m to £202,000 in the first six months.

The results were up to market expectations, and the shares gained 7p to 223p. The final dividend is unchanged at 6.7p gross, making a total payment of 10.7p gross.

The year was described by Mr Peter Allsop, the chairman, as "the most hostile for 50 years". He added that the combination of the recession, government spending cuts, high interest rates and the strength of sterling caused strains on trading.

But after remedial action taken by the group he believes that this year will see a return to 1979's level of profitability.

The United States publishing business recorded £631,000 losses, but this should be reduced sharply this year. The trade book side of the business has been run down with extraordinary costs of £176,000—but scientific and academic publishing is running smoothly and 1983 should see profits.

The first three months of this year have shown worldwide improvements over last. Although public spending on children's educational and library books is not likely to be increased, the group indicates that its streamlining will improve efficiency. Trading profits from the United Kingdom business dropped from £2m to £939,000 in 1980.

## Thomas Ward expects record

By Rosemary Unsworth  
Thomas W. Ward, the cement-to-motor distribution group, which is making an opposed £100m bid for Tunnel Holdings, expects its interim profits to show an improvement on last year's record £7.25m. It also predicts that there will be a 10 per cent increase in the total dividend, bringing it to 10.2p gross.

Ward points out in its offer document, published yesterday, that the offer price a share stands at 417p, based on Ward's 130p price yesterday. At the time the bid was made last month, Tunnel's shares were valued at 393p through the offer of seven Ward shares plus 7p for every four Tunnel "A" or "B" shares.

Ward, which controls 29.9 per cent of Tunnel, acrosses its intention of developing the groups cement activities.

By using the 250,000 tonnes of unutilized cement production capacity within the two groups it would supply London and the South East to increase its overall market share from 20 to 22 per cent. "At present the largest cement-using market in the United Kingdom—London and the South East—is not served to any significant extent by either Ward or Tunnel following the closure by Tunnel of its West Thurrock cement works in 1976."

Ward also questions the success of Tunnel's specialty chemicals business, which was expanded recently by the acquisition of Alcolac in the United States for £10m. Mr Peter Frost, Ward's chairman, says in the document that although specialty chemicals last year represented 24 per cent of Tunnel's profit, its contribution fell to 14 per cent in the six months to September 1980.

He says that waste management, the group's other diversification, has made only losses. But he adds that neither activity would be sold if the takeover went through.

Mr Derek Birkin, Tunnel's chairman, says in response that the full-year results with the defence document which will arrive in plenty of time for shareholders to consider it before Ward's first closing date on April 30.

## F J C Lilley's shares leap as profits climb 20pc

By Our Financial Staff  
Shares in civil engineering and contracting group F. J. C. Lilley jumped 5p to 146p yesterday in response to a 20 per cent increase in profits in the year to January 31. On sales up from £80m to £101.5m, pretax profits rose from £5.1m to £6.1m.

At the time of the rights issue in October, the board said it would propose a final dividend of 3.86p gross, but in the event the final is 4.57p, making a total for the year of 7.14p gross against 5.5p last year.

The board says that both new subsidiaries, Henry Jones and Son (Portsmouth) and Harrison Western in the United States

made their expected contributions.

On current trading the board says the group's order book is at record levels with one third of the orders so far this year coming from overseas, as opposed to last year when exports and overseas construction accounted for 20 per cent of turnover.

However, the directors say it would be "unrealistic" to make any forecasts in the present climate, although "the group is now better placed to take advantage of opportunities as they arise worldwide, to sustain the progress achieved in recent years".

## Berisford has no plans for new BSC bid

S. & W. Berisford, the commodity trader, has no immediate plans for renewing its bid for British Sugar Corporation, Mr Gordon Percival, Berisford's finance director, said yesterday.

Discussions are still going on between the Government and Berisford over the undertakings laid down in the Monopolies Commission report. Agreement on these conditions has taken longer than expected, and is now thought unlikely before the middle of next week.

Mr Percival said that if Berisford does make another bid, it will look at BSC's earnings over the next ten years, rather than the immediate future.

## New chief for building society

Mr Cecil J. Baker has been elected chairman of the Alliance Building Society. He succeeds Mr L. Farrer-Brown, who has been chairman since 1975 and who remains a director. Mr Maurice Leadley is to succeed Mr Baker as deputy chairman. Mr Leadley was deputy chief general manager for nine years before his retirement in 1979.

Mr Mark Richardson has been made a director of Lazard Securities.

Mr B. A. Wright, deputy general manager, life division, of the Sun Alliance Insurance Group from July 1, Mr A. E. Tricker, general manager of the life division, is to retire after 43 years' service with the group, but will continue as a director of Sun Alliance and London Assurance and its principal subsidiaries.

Mr Graham Harrison is now joint managing director of R. P. Martin Leasing.

Mr Richard Stephenson, chairman of Stephenson Shattering, has been elected president of the National Association of Forework Contractors for 1981/82. The new vice-president is Mr C. O'Shea, chairman of C. J. O'Shea and Company, and the honorary treasurer is Mr M. E. Napier, director of G & S. Forework Company.

Mr Alastair Ramsey has joined the main board of the Oilfab Group.

Mr Tony Hammett has become a director of marketing, Northern Europe, of Dataproducts International.

## CENTRAL GOVERNMENT BORROWING REQUIREMENT

	Monthly total £m	Cumulative total £m
1979-80	157	8,227
March 1980-81		
April	934	934
May	2,354	3,288
June	1,331	4,619
July	804	5,423
Aug	1,592	7,015
Sept	851	7,865
Oct	162	8,027
Nov	2,835	10,862
Dec	2,248	13,110
Jan	1,178	11,932
Feb	737	12,669
March	901	13,570

## The Gas Oil Report

Following the opening of the International Petroleum Exchange, on April 6th Gas Oil futures are now traded in London.

To coincide with this, Inter Commodities Ltd have published "The Gas Oil Report"—an exhaustive study covering the product, its origins, its uses, market trends and influences, together with extensive statistical data.

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## Midland in 1980.

\* Midland continued its traditionally strong position in lending to industry.

\* Assistance to some customers beyond the normal lending criteria to meet temporary difficulties.

\* Circumstances have resulted in bad debt provisions up from £12M. to £83M.

\* Group profits reduced from 1979 record levels by £84M., but with improved earnings from International Banking.

\* Whilst income benefited from higher interest rates operating costs increased significantly.

\* Proposed capital levy will weaken the banks at a time when all strength is needed.

Sir David Barran, Chairman of Midland Bank Limited, comments in his statement to shareholders:

## Interest rates and costs.

While our income benefited from an average base rate of 16.3% which was 2.6 percentage points higher than in 1979, there were substantial increases in many of the costs of our business. These included larger provisions for bad debts, higher interest on deposits and increased operating costs, especially for staff, which had a significant effect upon profitability.

These factors have had their greatest impact on our domestic banking operations, the backbone of our Group, and their effects have been offset to some extent by improved earnings from our international banking activities. The contribution to profit from this sector has increased despite strengthening competition and the effects of the appreciation of sterling over the year, which has reduced the value of overseas earnings expressed in sterling terms. Our related services activities have also increased their level and proportion of Group earnings.

## Our commitment to industry.

Midland has traditionally held a strong position in lending to industry, and recessionary pressures on this sector of the economy caused problems in 1980. We have continued to assist some customers beyond the dictates of traditional lending criteria to meet temporary difficulties where there are grounds for optimism for the basic strength of the customer. We have thereby expressed our commitment to a strong banker-customer relationship, but at a cost, since in many cases, the inherent risks could not be matched by an appropriate interest margin. These circumstances have resulted in a high level of net new provisions for bad debts of £83 M. compared with £12 M. in 1979.

## Windfall profits tax—a capital levy.

The imposition of the so-called 'windfall profits tax' by the Chancellor in his recent Budget is a most iniquitous example of political expediency. It is in fact a capital levy, based upon certain deposits and not profits. If enacted it will increase Midland



## Bank Group's tax burden by £70 M.

I would suggest that there are grave implications stemming from the Chancellor's proposal: the bank's ability to support industry is impaired; the reliability of London as a major financial centre may be questioned; and, such proposals form a dangerous precedent for many industries

which may find themselves subject to an arbitrary levy applied retrospectively which would deplete the resources needed to support future growth.

Appropriate and forceful representations have been and will continue to be made but as no rational argument has been given to support the levy, the debate is not easy. Despite our continuing recognition of the various qualitative guidelines set out from time to time by the authorities and our support for many companies during the recession, the Government appears intransigent and the levy will weaken the banks at a time when all strength is needed.

Nevertheless, we will make every endeavour to ensure that the effects of the levy do not intrude more than is unavoidable in the development of the Group and in the service to our customers.

## Dividend.

In lieu of a final dividend, the Directors have declared a second interim dividend of 1.4 op. per share giving a total in respect of 1980 of 21.5p. per share, compared with 20.0p. per share for 1979.

## The Group's Results.

The 1980 consolidated profit of Midland Bank Group, before taxation, including £19M. in respect of profits from associated companies, amounted to £232M., a reduction of £84M. on the record achieved in 1979. After taxation, minority interests and extraordinary items, the profit attributable to shareholders was £169M.

We have continued to maintain a conservative and prudent approach towards the level of capital resources and this remains a major consideration in the further development of the Group's activities.

Sir David Barran's full statement and the report for 1980 are available from:  
The Secretary, Midland Bank Limited, Head Office, Poultry, London EC2P 2BX.



Midland Bank Group



## Commodities

	US Account	US	US
Canada Life Unit Trust Managers			
2.6 High St. Posters Bdr. Rents	P	8	31
63.6	41.4	Caplife Gen	69.5
67.4	81.4	On Accrued	67.2
26.4	25.8	Income Dist	36.3
56.2	45.8	De Accrued	54.8
Capital Management Ltd.			
100 High St. E. 2nd Fl. 180			61,338.62
116.1	32.2	Caplife Pnd	116.4
67.1	76.4	Income Pnd	32.2
116.2	92.7	Kia Amer Pnd	112.2

114.3	125.0	NB Unit Pd Inc	126.3	126.5	7.54
164.3	125.0	Do Accum	169.9	125.4	5.67
63.1	87.9	NB Int T4 Inc	63.1	90.8	4.07
97.4	96.7	Do Accum	91.8	97.7	4.77
97.4	83.7	NB Smir Cos Inc	85.3	70.6	4.30
74.4	82.0	Do Accum	74.4	73.4	4.00
74.4	46.3	High Yld Inc	74.4	26.6	8.89
74.4	48.5	Do Accum	74.4	70.1	4.89
<b>Legal &amp; General Units Trust Managers Ltd</b>					
141.8	141.8	Rayleigh Rd. Brentford, Essx	141.8	141.8	0.00
97.8	89.4	Equity Tst 1481	97.3	104.7	4.94
120.1	91.0	Do Accum (49)	122.1	143.9	8.04

Sterling traded erratically on foreign exchange markets yesterday. Sustained by an

64.0	4.7	U. K. Equity Fnd	6.5	66.1	1.90
70.0	70.6	Europe Growth	76.0	81.7	2.60
69.1	69.1	Latin Growth	117.1	120.5	0.62
92.9	92.9	SE Asia Growth	95.5	94.8	0.54
14.3	14.3	U.S. Growth	113.9	120.4	1.24
100.0	100.0	Commodity	132.5	142.9	1.75
165.1	165.8	Energy	162.8	174.3	1.09
45.5	44.1	Expiration Fd	47.3	50.9	0.24
79.6	79.6	Financial Secs	99.9	100.1	0.24
60.1	60.1	Int. Bond	64.6	60.4	0.63
30.0	30.0	Exempt Int	338.5	330.5	0.99
70.8	157.2	De Income	165.2	208.1	7.59

AMFV Life Assurance Ltd.			
Prin	of Wales Rd., S'mouth.	0002	762122
171.	166 & Managed Bond	187.7	191.3 ..
171.8	126.6 Slower	121.4	129.8 ..
144.	100.2	134.4	152.7 ..
121.	71.5	86.4	81.8 ..
122.	122.7	132.1	134.2 ..
120	100.0	112.0	118.0 ..
100.0	100.4	140.0	147.5 ..
100.4	100.0	96.4	103.7 ..
100.	100.0	96.4	103.0 ..
100.0	100.0	96.4	103.3 ..

20.0	75.0	Takeover	123.1	129.6	..
Imperial Life Assurance Co of Canada					
20.5	79.1	Gen'l. London Rd, Guilford	71238		
20.5	82.5	Growth Prod Co	187.3	118.8	..
		101.5	106.5	106.8	..
Unit Linked Portfolio					
24.8	104.0	Misc Fund	124.0	127.0	..
20.5	109.0	Mixed Int Fd	122.6	130.4	..
18.9	111.5	Secured Cap Fd	118.8	125.3	..
20.7	101.5	Equity Fund	138.7	142.9	..
22.4	200.5	Property Fund	98.4	102.8	..

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De Pen Cap	158	158	158
De Pen Cap	226	226	226
De Pen Cap	191	191	191
De Pen Cap	202	202	202
De Pen Cap	304	304	304
De Capital	173	173	173
De Pen Fund	222	222	222
De Pen Cap	117	117	117
Life Association of London Ltd	105	105	105
Life Association of London Ltd	104	104	104
Life Association of London Ltd	102	102	102
Life Association of London Ltd	116	116	116

Australia  
Bahrein

Equity Fund	138.7	143.9	..	..
Property Fund	98.4	102.8	..	..

## Money Market

64.0	4.7	U. K. Equity Fnd	6.5	66.1	1.90
70.0	70.6	Europe Growth	76.0	81.7	2.60
69.1	69.1	Latin Growth	117.1	120.5	0.62
92.9	92.9	SE Asia Growth	95.5	94.8	0.54
14.3	14.3	U.S. Growth	113.9	120.4	1.24
100.0	100.0	Commodity	132.5	142.9	1.75
165.1	165.8	Energy	162.8	174.3	1.09
45.5	44.1	Expiration Fd	47.3	50.9	0.24
79.6	79.6	Financial Secs	99.9	100.1	0.24
60.1	60.1	Int. Bond	64.6	60.4	0.63
30.0	30.0	Exempt Int	338.5	330.5	0.99
70.8	157.2	De Income	165.2	208.1	7.59

AMFV Life Assurance Ltd.			
Prin	of Wales Rd., S'mouth.	0002	762122
171.	166 & Managed Bond	187.7	191.3 ..
171.8	126.6 Slower	121.4	129.8 ..
144.	100.2	134.4	152.7 ..
121.	71.5	86.4	81.8 ..
122.	122.7	132.1	134.2 ..
120	100.0	112.0	118.0 ..
100.0	100.4	140.0	147.5 ..
100.4	100.0	96.4	103.7 ..
100.	100.0	96.4	103.0 ..
100.0	100.0	96.4	103.3 ..

20.0	75.0	Takeover	123.1	129.6	..
Imperial Life Assurance Co of Canada					
20.5	79.1	Gen'l. London Rd, Guilford	71238		
20.5	82.5	Growth Prod Co	187.3	118.8	..
		701.1 Fenton Man	106.5	106.8	..
Unit Linked Portfolio					
24.8	104.0	Misc Fund	124.0	127.0	..
20.5	109.0	Mixed Int Fd	120.6	130.4	..
18.9	111.5	Secured Cap Fd	118.8	125.3	..
20.7	101.5	Equity Fund	138.7	142.9	..
22.4	200.5	Property Fund	98.4	102.8	..

utures were. CHICAGO 1  
5578.00; Sept. \$579.00;  
0: March, \$647.00;

[illegible]

	1980/81	1980/81	1980/81
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[illegible]



## Stock Exchange Prices

## Firm close to account

ACCOUNT DAYS: Dealings Begin, Today. Dealings End, April 30. Contango Day, May 1. Settlement Day, May 11

Forward bargains are permitted on two previous days

**Manchester Business School**

**MANAGEMENT COURSE**

Made in Britain to help managers make it

ANYWHERE

COURSES APRIL AND OCTOBER

ENROLMENT: write name, age, sex, occupation, address, and send to 5, 11, 17, 23, 29, 35, 41, 47, 53, 59, 65, 71, 77, 83, 89, 95, 101, 107, 113, 119, 125, 131, 137, 143, 149, 155, 161, 167, 173, 179, 185, 191, 197, 203, 209, 215, 221, 227, 233, 239, 245, 251, 257, 263, 269, 275, 281, 287, 293, 299, 305, 311, 317, 323, 329, 335, 341, 347, 353, 359, 365, 371, 377, 383, 389, 395, 401, 407, 413, 419, 425, 431, 437, 443, 449, 455, 461, 467, 473, 479, 485, 491, 497, 503, 509, 515, 521, 527, 533, 539, 545, 551, 557, 563, 569, 575, 581, 587, 593, 599, 605, 611, 617, 623, 629, 635, 641, 647, 653, 659, 665, 671, 677, 683, 689, 695, 701, 707, 713, 719, 725, 731, 737, 743, 749, 755, 761, 767, 773, 779, 785, 791, 797, 803, 809, 815, 821, 827, 833, 839, 845, 851, 857, 863, 869, 875, 881, 887, 893, 899, 905, 911, 917, 923, 929, 935, 941, 947, 953, 959, 965, 971, 977, 983, 989, 995, 1001, 1007, 1013, 1019, 1025, 1031, 1037, 1043, 1049, 1055, 1061, 1067, 1073, 1079, 1085, 1091, 1097, 1103, 1109, 1115, 1121, 1127, 1133, 1139, 1145, 1151, 1157, 1163, 1169, 1175, 1181, 1187, 1193, 1199, 1205, 1211, 1217, 1223, 1229, 1235, 1241, 1247, 1253, 1259, 1265, 1271, 1277, 1283, 1289, 1295, 1301, 1307, 1313, 1319, 1325, 1331, 1337, 1343, 1349, 1355, 1361, 1367, 1373, 1379, 1385, 1391, 1397, 1403, 1409, 1415, 1421, 1427, 1433, 1439, 1445, 1451, 1457, 1463, 1469, 1475, 1481, 1487, 1493, 1499, 1505, 1511, 1517, 1523, 1529, 1535, 1541, 1547, 1553, 1559, 1565, 1571, 1577, 1583, 1589, 1595, 1601, 1607, 1613, 1619, 1625, 1631, 1637, 1643, 1649, 1655, 1661, 1667, 1673, 1679, 1685, 1691, 1697, 1703, 1709, 1715, 1721, 1727, 1733, 1739, 1745, 1751, 1757, 1763, 1769, 1775, 1781, 1787, 1793, 1799, 1805, 1811, 1817, 1823, 1829, 1835, 1841, 1847, 1853, 1859, 1865, 1871, 1877, 1883, 1889, 1895, 1901, 1907, 1913, 1919, 1925, 1931, 1937, 1943, 1949, 1955, 1961, 1967, 1973, 1979, 1985, 1991, 1997, 2003, 2009, 2015, 2021, 2027, 2033, 2039, 2045, 2051, 2057, 2063, 2069, 2075, 2081, 2087, 2093, 2099, 2105, 2111, 2117, 2123, 2129, 2135, 2141, 2147, 2153, 2159, 2165, 2171, 2177, 2183, 2189, 2195, 2201, 2207, 2213, 2219, 2225, 2231, 2237, 2243, 2249, 2255, 2261, 2267, 2273, 2279, 2285, 2291, 2297, 2303, 2309, 2315, 2321, 2327, 2333, 2339, 2345, 2351, 2357, 2363, 2369, 2375, 2381, 2387, 2393, 2399, 2405, 2411, 2417, 2423, 2429, 2435, 2441, 2447, 2453, 2459, 2465, 2471, 2477, 2483, 2489, 2495, 2501, 2507, 2513, 2519, 2525, 2531, 2537, 2543, 2549, 2555, 2561, 2567, 2573, 2579, 2585, 2591, 2597, 2603, 2609, 2615, 2621, 2627, 2633, 2639, 2645, 2651, 2657, 2663, 2669, 2675, 2681, 2687, 2693, 2699, 2705, 2711, 2717, 2723, 2729, 2735, 2741, 2747, 2753, 2759, 2765, 2771, 2777, 2783, 2789, 2795, 2801, 2807, 2813, 2819, 2825, 2831, 2837, 2843, 2849, 2855, 2861, 2867, 2873, 2879, 2885, 2891, 2897, 2903, 2909, 2915, 2921, 2927, 2933, 2939, 2945, 2951, 2957, 2963, 2969, 2975, 2981, 2987, 2993, 2999, 3005, 3011, 3017, 3023, 3029, 3035, 3041, 3047, 3053, 3059, 3065, 3071, 3077, 3083, 3089, 3095, 3101, 3107, 3113, 3119, 3125, 3131, 3137, 3143, 3149, 3155, 3161, 3167, 3173, 3179, 3185, 3191, 3197, 3203, 3209, 3215, 3221, 3227, 3233, 3239, 3245, 3251, 3257, 3263, 3269, 3275, 3281, 3287, 3293, 3299, 3305, 3311, 3317, 3323, 3329, 3335, 3341, 3347, 3353, 3359, 3365, 3371, 3377, 3383, 3389, 3395, 3401, 3407, 3413, 3419, 3425, 3431, 3437, 3443, 3449, 3455, 3461, 3467, 3473, 3479, 3485, 3491, 3497, 3503, 3509, 3515, 3521, 3527, 3533, 3539, 3545, 3551, 3557, 3563, 3569, 3575, 3581, 3587, 3593, 3599, 3605, 3611, 3617, 3623, 3629, 3635, 3641, 3647, 3653, 3659, 3665, 3671, 3677, 3683, 3689, 3695, 3701, 3707, 3713, 3719, 3725, 3731, 3737, 3743, 3749, 3755, 3761, 3767, 3773, 3779, 3785, 3791, 3797, 3803, 3809, 3815, 3821, 3827, 3833, 3839, 3845, 3851, 3857, 3863, 3869, 3875, 3881, 3887, 3893, 3899, 3905, 3911, 3917, 3923, 3929, 3935, 3941, 3947, 3953, 3959, 3965, 3971, 3977, 3983, 3989, 3995, 4001, 4007, 4013, 4019, 4025, 4031, 4037, 4043, 4049, 4055, 4061, 4067, 4073, 4079, 4085, 4091, 4097, 4103, 4109, 4115, 4121, 4127, 4133, 4139, 4145, 4151, 4157, 4163, 4169, 4175, 4181, 4187, 4193, 4199, 4205, 4211, 4217, 4223, 4229, 4235, 4241, 4247, 4253, 4259, 4265, 4271, 4277, 4283, 4289, 4295, 4301, 4307, 4313, 4319, 4325, 4331, 4337, 4343, 4349, 4355, 4361, 4367, 4373, 4379, 4385, 4391, 4397, 4403, 4409, 4415, 4421, 4427, 4433, 4439, 4445, 4451, 4457, 4463, 4469, 4475, 4481, 4487, 4493, 4499, 4505, 4511, 4517, 4523, 4529, 4535, 4541, 4547, 4553, 4559, 4565, 4571, 4577, 4583, 4589, 4595, 4601, 4607, 4613, 4619, 4625, 4631, 4637, 4643, 4649, 4655, 4661, 4667, 4673, 4679, 4685, 4691, 4697, 4703, 4709, 4715, 4721, 4727, 4733, 4739, 4745, 4751, 4757, 4763, 4769, 4775, 4781, 4787, 4793, 4799, 4805, 4811, 4817, 4823, 4829, 4835, 4841, 4847, 4853, 4859, 4865, 4871, 4877, 4883, 4889, 4895, 4901, 4907, 4913, 4919, 4925, 4931, 4937, 4943, 4949, 4955, 4961, 4967, 4973, 4979, 4985, 4991, 4997, 5003, 5009, 5015, 5021, 5027, 5033, 5039, 5045, 5051, 5057, 5063, 5069, 5075, 5081, 5087, 5093, 5099, 5105, 5111, 5117, 5123, 5129, 5135, 5141, 5147, 5153, 5159, 5165, 5171, 5177, 5183, 5189, 5195, 5201, 5207, 5213, 5219, 5225, 5231, 5237, 5243, 5249, 5255, 5261, 5267, 5273, 5279, 5285, 5291, 5297, 5303, 5309, 5315, 5321, 5327, 5333, 5339, 5345, 5351, 5357, 5363, 5369, 5375, 5381, 5387, 5393, 5399, 5405, 5411, 5417, 5423, 5429, 5435, 5441, 5447, 5453, 5459, 5465, 5471, 5477, 5483, 5489, 5495, 5501, 5507, 5513, 5519, 5525, 5531, 5537, 5543, 5549, 5555, 5561, 5567, 5573, 5579, 5585, 5591, 5597, 5603, 5609, 5615, 5621, 5627, 5633, 5639, 5645, 5651, 5657, 5663, 5669, 5675, 5681, 5687, 5693, 5699, 5705, 5711, 5717, 5723, 5729, 5735, 5741, 5747, 5753, 5759, 5765, 5771, 5777, 5783, 5789, 5795, 5801, 5807, 5813, 5819, 5825, 5831, 5837, 5843, 5849, 5855, 5861, 5867, 5873, 5879, 5885, 5891, 5897, 5903, 5909, 5915, 5921, 5927, 5933, 5939, 5945, 5951, 5957, 5963, 5969, 5975, 5981, 5987, 5993, 5999, 6005, 6011, 6017, 6023, 6029, 6035, 6041, 6047, 6053, 6059, 6065, 6071, 6077, 6083, 6089, 6095, 6101, 6107, 6113, 6119, 6125, 6131, 6137, 6143, 6149, 6155, 6161, 6167, 6173, 6179, 6185, 6191, 6197, 6203, 6209, 6215, 6221, 6227, 6233, 6239, 6245, 6251, 6257, 6263, 6269, 6275, 6281, 6287, 6293, 6299, 6305, 6311, 6317, 6323, 6329, 6335, 6341, 6347, 6353, 6359, 6365, 6371, 6377, 6383, 6389, 6395, 6401, 6407, 6413, 6419, 6425, 6431, 6437, 6443, 6449, 6455, 6461, 6467, 6473, 6479, 6485, 6491, 6497, 6503, 6509, 6515, 6521, 6527, 6533, 6539, 6545, 6551, 6557, 6563, 6569, 6575, 6581, 6587, 6593, 6599, 6605, 6611, 6617, 6623, 6629, 6635, 6641, 6647, 6653, 6659, 6665, 6671, 6677, 6683, 6689, 6695, 6701, 6707, 6713, 6719, 6725, 6731, 6737, 6743, 6749, 6755, 6761, 6767, 6773, 6779, 6785, 6791, 6797, 6803, 6809, 6815, 6821, 6827, 6833, 6839, 6845, 6851, 6857, 6863, 6869, 6875, 6881, 6887, 6893, 6899, 6905, 6911, 6917, 6923, 6929, 6935, 6941, 6947, 6953, 6959, 6965, 6971, 6977, 6983, 6989, 6995, 7001, 7007, 7013, 7019, 7025, 7031, 7037, 7043, 7049, 7055, 7061, 7067, 7073, 7079, 7085, 7091, 7097, 7103, 7109, 7115, 7121, 7127, 7133, 7139, 7145, 7151, 7157, 7163, 7169, 7175, 7181, 7187, 7193, 7199, 7205, 7211, 7217, 7223, 7229, 7235, 7241, 7247, 7253, 7259, 7265, 7271, 7277, 7283, 7289, 7295, 7301, 7307, 7313, 7319, 7325, 7331, 7337, 7343, 7349, 7355, 7361, 7367, 7373, 7379, 7385, 7391, 7397, 7403, 7409, 7415, 7421, 7427, 7433, 7439, 7445, 7451, 7457, 7463, 7469, 7475, 7481, 7487, 7493, 7499, 7505, 7511, 7517, 7523, 7529, 7535, 7541, 7547, 7553, 7559, 7565, 7571, 7577, 7583, 7589, 7595, 7601, 7607, 7613, 7619, 7625, 7631, 7637, 7643, 7649, 7655, 7661, 7667, 7673, 7679, 7685, 7691, 7697, 7703, 7709, 7715, 7721, 7727, 7733, 7739, 7745, 7751, 7757, 7763, 7769, 7775, 7781, 7787, 7793, 7799, 7805, 7811, 7817, 7823, 7829, 7835, 7841, 7847, 7853, 7859, 7865, 7871, 7877, 7883, 7889, 7895, 7901, 7907, 7913, 7919, 7925, 7931, 7937, 7943, 7949, 7955, 7961, 7967, 7973, 7979, 7985, 7991, 7997, 8003, 8009, 8015, 8021, 8027, 8033, 8039, 8045, 8051, 8057, 8063, 8069, 8075, 8081, 8087, 8093, 8099, 8105, 8111, 8117, 8123, 8129, 8135, 8141, 8147, 8153, 8159, 8165, 8171, 8177, 8183, 8189, 8195, 8201, 8207, 8213, 8219, 8225, 8231, 8237, 8243, 8249, 8255, 8261, 8267, 8273, 8279, 8285, 8291, 8297, 8303, 8309, 8315, 8321, 8327, 8333, 8339, 8345, 8351, 8357, 8363, 8369, 8375, 8381, 8387, 8393, 8399, 8405, 8411, 8417, 8423, 8429, 8435, 8441, 8447, 8453, 8459, 8465, 8471, 8477, 8483, 8489, 8495, 8501, 8507, 8513, 8519, 8525, 8531, 8537, 8543, 8549, 8555, 8561, 8567, 8573, 8579, 8585, 8591, 8597, 8603, 8609, 8615, 8621, 8627, 8633, 8639, 8645, 8651, 8657, 8663, 8669, 8675, 8681, 8687, 8693, 8699, 8705, 8711, 8717, 8723, 8729, 8735, 8741, 8747, 8753, 8759, 8765, 8771, 8777, 8783, 8789, 8795, 8801, 8807, 8813, 8819, 8825, 8831, 8837, 8843, 8849, 8855, 8861, 8867, 8873, 8879, 8885, 8891, 8897, 8903, 8909, 8915, 8921, 8927, 8933, 8939, 8945, 8951, 8957, 8963, 8969, 8975, 8981, 8987, 8993, 8999, 9005, 9011, 9017, 9023, 9029, 9035, 9041, 9047, 9053, 9059, 9065, 9071, 9077, 9083, 9089, 9095, 9101, 9107, 9113, 9119, 9125, 9131, 9137, 9143, 9149, 9155, 9161, 9167, 9173, 9179, 9185, 9191, 9197, 9203, 9209, 9215, 9221, 9227, 9233, 9239, 9245, 9251, 9257, 9263, 9269, 9275, 9281, 9287, 9293, 9299, 9305, 9311, 9317, 9323, 9329, 9335, 9341, 9347, 9353, 9359, 9365, 9371, 9377, 9383, 9389, 9395, 9401, 9407, 9413, 9419, 9425, 9431, 9437, 9443, 9449, 9455, 9461, 9467, 9473, 9479, 9485, 9491, 9497, 9503, 9509, 9515, 9521, 9527, 9533, 9539, 9545, 9551, 9557, 9563, 9569, 9575, 9581, 9587, 9593, 9599, 9605, 9611, 9617, 9623, 9629, 9635, 9641, 9647, 9653, 9659, 9665, 9671, 9677, 9683, 9689, 9695, 9701, 9707, 9713, 9719, 9725, 9731, 9737, 9743, 9749, 9755, 9761, 9767, 9773, 9779, 9785, 9791, 9797, 9803, 9809, 9815, 9821, 9827, 9833, 9839, 9845, 9851, 9857, 9863, 9869, 9875, 9881, 9887, 9893, 9899, 9905, 9911, 9917, 9923, 9929, 9935, 9941, 9947, 9953, 9959, 9965, 9971, 9977, 9983, 9989, 9995, 10001, 10007, 10013, 10019, 10025, 10031, 10037, 10043, 10049, 10055, 10061, 10067, 10073, 10079, 10085, 10091, 10097, 10103, 10109, 10115, 10121, 10127, 10133, 10139, 10145, 10151, 10157, 10163, 10169, 10175, 10181, 10187, 10193, 10199, 10205, 10211, 10217, 10223, 10229, 10235, 10241, 10247, 10253, 10259, 10265, 10271, 10277, 10283, 10289, 10295, 10301, 10307, 10313, 10319, 10325, 10331, 10337, 10343, 10349, 10355, 10361, 10367, 10373, 10379, 10385, 10391, 10397, 10403, 10409, 10415, 10421, 10427, 10433, 10439, 10445, 10451, 10457, 10463, 10469, 10475, 10481, 10487, 10493, 10499, 10505, 10511, 10517, 10523, 10529, 10535, 10541, 10547, 10553, 10559, 10565, 10571, 10577, 10583, 10589, 10595, 10601, 10607, 10613, 10619, 10625, 10631, 10637, 10643, 10649, 10655, 10661, 10667, 10673, 10679, 10685, 10691, 10697, 10703, 10709, 10715, 10721, 10727, 10733, 10739, 10745, 10751, 10757, 10763, 10769, 10775, 10781, 10787, 10793, 10799, 10805, 10811, 10817, 10823, 10829, 10835, 10841, 10847, 10853, 10859, 10865, 10871, 10877, 10883, 10889, 10895, 10901, 10907, 10913, 10919, 10925, 10931, 10937, 10943, 10949, 10955, 10961, 10967, 10973, 10979, 10985, 10991, 10997, 11003, 11009, 11015, 11021, 11027, 11033, 11039, 11045, 11051, 11057, 11063, 11069, 11075, 11081, 11087, 11093, 11099, 11105, 11111, 11117, 11123, 11129, 11135, 11141, 11147, 11153, 11159, 11165, 11171, 11177, 11183, 11189, 11195, 11201, 11207, 11213, 11219, 11225, 11231, 11237, 11243, 11249, 11255, 11261, 11267, 11273, 11279, 11285, 11291, 11297, 11303, 11309, 11315, 11321, 11327, 11333, 11339, 11345, 11351, 11357, 11363, 11369, 11375, 11381, 11387, 11393, 11399, 11405, 11411, 11417, 11423, 11429, 11435, 11441, 11447, 11453, 11459, 11465, 11471, 11477, 11483, 11489, 11495, 11501, 11507, 11513, 11519, 11525, 11531, 11537, 11543, 11549, 11555, 11561, 11567, 11573, 11579, 11585, 11591, 11597, 11603, 11609, 11615, 11621, 11627, 11633, 11639, 11645, 11651, 11657, 11663, 11669, 11675, 11681, 11687, 11693, 11699, 11705, 11711, 11717, 11723, 11729, 11735, 11741, 11747, 11753, 11759, 11765, 11771, 11777, 11783, 11789, 11795, 11801, 11807, 11813, 11819, 11825, 11831, 11837, 11843, 11849, 11855, 11861, 11867, 11873, 11879, 11885, 11891, 1







## PERSONAL CHOICE

## Broadcasting Guide

Edited by Peter Daville

## TELEVISION

## BBC 1

6.40 Open University: Computers; 7.05 Grammar Rules; 7.30 The Parliamentary Expenditure Committee: Closedown at 7.55.  
12.00 The Space Shuttle: the launch (see Personal Choice).  
1.05 News; 1.20 Pebble Mill at One.  
2.05 Mr Benn: Closedown at 2.20.  
3.25 Trem: controlling avalanches.  
3.55 Play School: Julia Donaldson's story A Squash and a Squeeze.  
4.20 The Humpbacked Pony: cartoon version of a Russian fairy tale. The storyteller is Martin Jarvis (r).  
5.10 The Record Breakers: Japan's bid to set up a new world record in the pastime of domino-topping.  
5.40 News: with Richard Whitmore.

## BBC 2

6.40 Open University: Stereochemistry: configurations; 7.05 Maths: multiplying matrices; 7.30 Playing with fire. Closedown at 7.55.  
11.00 Play School: Same as BBC 1.  
1.35 A Squash and a Squeeze. Closedown at 11.25.  
1.45 International Snooker: Third day's play in the Embassy World Professional Snooker Championship, from Sheffield.  
At the table today are Alex Higgins, Cliff Thorburn, Terry Griffiths and Fred Davis. Further coverage on BBC 2, at 7.30, 10.40 and 11.30.  
4.50 Open University: Song of Sixpence; 5.15 Mineral processing; 5.40 The Einstein Tower; 6.05 ABC in Kansas City; 6.30 Isotopes in geology.  
6.55 Gardeners' World: Clay

thousands of plants from the Himalayas were raised.

7.20 News: with subtitles.  
7.30 International Snooker: Frame of the day in the Embassy World Professional Snooker Championship.  
11.00 Play School: Same as BBC 1.  
1.35 A Squash and a Squeeze. Closedown at 11.25.  
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## Thames

9.30 Nature of Things: Volunteers in a sleep experiment. 9.55 Patterns: The Basket Makers of Lough Nafooy.  
10.20 To See Such Fun: Comedy compilation with Frank Muir, Alec Guinness, Morecambe and Wise, Gracie Fields, Peter Sellers and many others (r).  
11.50 Cartoon. 12.00 The Magic Ball: Planetary adventures with Sam and a witch (r). 12.10 pm Once Upon a Time: The story of the king and the spider.  
12.30 The Television Shuttle: Live coverage of the launching at Cape Canaveral. (See Personal Choice).  
1.00 News. 1.20 Thames News. 1.30 Take the High Road: The sheep on a Scottish estate. The sheep working dogs strike again.  
2.00 After Noon Play: Interview with Ann Todd, film actress.

director and receiver of messages from Nature.

2.45 Film: Young Wives' Tale' (1951) Pleasant British comedy about two married couples who share a home. With Joan Greenwood, Nigel Patrick and Audrey Hepburn.  
4.10 Watch It! Magic from The Great Kovari. 4.15 Survival Special: The Seas Must Live: The pollution perils (r). 5.15 Cartoon. 5.20 News. 5.30 Thames News. 6.30 Thames Sport: Tottenham Hotspur play Wolverhampton in the F.A. Cup semi-final. Live coverage of the launching at Cape Canaveral. (See Personal Choice).  
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2.00 After Noon Play: Interview with Ann Todd, film actress.

7.00 Family Fortunes: A London family competes against a Bognor Regis family in Bob

5.55 Regional News Magazines. In Nationwide, at 6.20, the Dean of St Paul's, the Very Rev Alan Webster, talks about the many roles the cathedral plays.  
7.00 A Question of Sport: Sporting celebrities compete in a quiz game, chaired by David Coleman. The captains are Eynghy Hughes and Gareth Edwards.  
7.30 Film: Carry on Cleo (1965) Roman era burlesque, with Kenneth Williams as Caesar, Sidney James as Antony and Amanda Barrie as Cleopatra. (See Personal Choice).  
9.00 News: with Peter Woods.  
9.25 Starkey and Hutch: A boxer is terrorized by a gangster who warns him that, if he goes to the police, his family will suffer.  
1.15 London - Issues and Answers: The programmes that discuss GLC election issues (elections take place on May 7). Tonight housing.  
10.45 News headlines.

10.45 News headlines. 10.50 Film: The Night They Raided Minsky's (1968). Comedy about the birth of striptease in New York's East Side in 1925. With Jason Robards, Britt Ekland, Norman Wisdom. (Ends at 12.30).  
BBC 1 VARIATIONS: BBC Cyprus: 6.55-7.00 News; 7.00-7.10 News; 7.10-7.20 News; 7.20-7.30 News; 7.30-7.40 News; 7.40-7.50 News; 7.50-8.00 News; 8.00-8.10 News; 8.10-8.20 News; 8.20-8.30 News; 8.30-8.40 News; 8.40-8.50 News; 8.50-9.00 News; 9.00-9.10 News; 9.10-9.20 News; 9.20-9.30 News; 9.30-9.40 News; 9.40-9.50 News; 9.50-10.00 News; 10.00-10.10 News; 10.10-10.20 News; 10.20-10.30 News; 10.30-10.40 News; 10.40-10.50 News; 10.50-11.00 News; 11.00-11.10 News; 11.10-11.20 News; 11.20-11.30 News; 11.30-11.40 News; 11.40-11.50 News; 11.50-12.00 News; 12.00-12.10 News; 12.10-12.20 News; 12.20-12.30 News; 12.30-12.40 News; 12.40-12.50 News; 12.50-1.00 News; 1.00-1.10 News; 1.10-1.20 News; 1.20-1.30 News; 1.30-1.40 News; 1.40-1.50 News; 1.50-2.00 News; 2.00-2.10 News; 2.10-2.20 News; 2.20-2.30 News; 2.30-2.40 News; 2.40-2.50 News; 2.50-3.00 News; 3.00-3.10 News; 3.10-3.20 News; 3.20-3.30 News; 3.30-3.40 News; 3.40-3.50 News; 3.50-4.00 News; 4.00-4.10 News; 4.10-4.20 News; 4.20-4.30 News; 4.30-4.40 News; 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